COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance

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FEATURE ARTICLES

PRODUCTS ON PARADE

DEPARTMENTS

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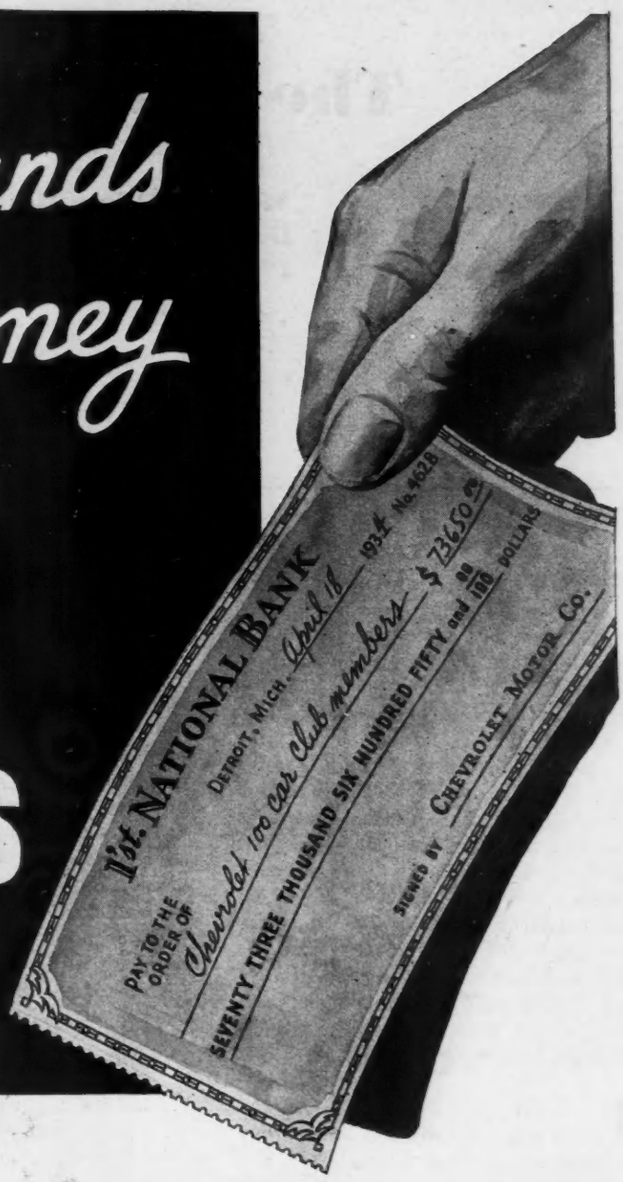

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The Truck Retail Code

Motor Vehicle Retail Code Group Tackles Problem of Trade-in Allowance and Finds That It's a Heavy-Duty Headache

By JACK FROST

In Charge of Used-Car Guide Development for Motor Vehicle Retail Code

MR. FROST presented the following illuminating remarks at the recent meeting of the National Emergency Committee for the Motor Vehicle Retailing Code. They are given here in full because they reveal the big problems which must be solved and the solutions proposed.

The remarks preceded the adoption of a resolution authorizing the National Control Committee of the Motor Vehicle Retailing Code to proceed with bringing all trucks under the code and with providing a method for determining allowance values of all trucks.

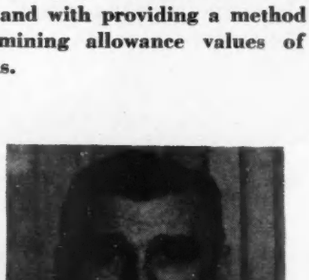
THE proposed truck code of the manufacturers, which was so vigorously opposed by the dealers throughout the country, was turned down at Washington by the N.R.A. and must now be presented by the dealers.

I would like to explain some of the things that enter into the building of a truck code which possibly we haven't thought of. I say that because we have had such a large number of suggestions raised as to how it could be done. I believe, however, that we have exhausted the possibilities as to the various types of formulas that can be employed and we have concluded, after considerable study and time spent with dealers and manufacturers, that it is going to be a very difficult task.

TO begin with, there is no definite point that you can make in the truck field on the basis of weight rating for the simple reason that the great majority of trucks not built by standard passenger car manufacturers are trucks that you might call "tailor-made." So far as the light weight truck is concerned, no one will admit that his truck is a ½-ton truck if he is in competition with a ¾-ton truck.

There has been a good deal of talk about taking all trucks over 1½-ton capacity out of our code and including them in the heavy truck code. The last few issues of the *Saturday Evening Post* have brought the answer to us. Reo has come out with a 1¾-ton truck, Studebaker is advertising a 1¾-ton. It is a simple matter to shift over and put a truck in the unlimited field, and so far as the difference in dollars is concerned, you have the code open at one end.

THE passenger car formula is not designed to take care of commercial cars. There are 117 types of bodies, and 464 different chassis models in the truck field made today by people still in business. There are 24 manufacturers making trucks with a rating of 1½-tons at least. There are 80 different chassis models in that group. The total number of chassis models in the passenger car Guide Book is less than half of those that would have to be described in a truck guide book. A guide book to cover trucks chassis alone must of necessity be just twice as thick as the present passenger car Guide Book.



Mr. Frost

I would like to say for everyone on the staff that we do not think it is profitable to build on the Guide Book basis anything sound concerning trucks. However, we can go about the building of a time depreciation basis for trucks that is far sounder, at least, than the one presented by the manufacturers.

THE scales the manufacturers proposed to establish are pertinent to our dealers. They had a margin on dollars. That gave you one depreciation schedule. All you had to do was sell the customer a rear view mirror and that might change the classification. A time depreciation scale is the only known thing that can be made to work, and even it presents many hazards so far as making it a simple thing to work out, and so far as preventing the complications that will necessarily arise in view of the truck formula that is developed.

One hundred and seventeen types of bodies of standard description do not include, of course, many hundreds of other types of bodies built in body shops all over the United States. So we get into complications there.

Equipment has a special value on trucks. There are certain types of special equipment that cannot be classed as accessories. It is equipment that has

a distinct value to the owner and it has to be classed and given a standard rate.

The method we propose to pursue is this, if it meets with approval:

THE first consideration is that no method has ever been provided for determining the age of a truck by means of the descriptive matter, what you might call serial numbers, engine numbers, etc. On the basis of what the descriptive matter tells you, instead of being able to say that a certain truck was a 1931 model, you would find that the same job might carry through a period of two years and sometimes longer. And so, the starting point to determine a truck's age is not possible as it is in passenger cars.

We have, therefore, to rest on the premise that the owner must supply the information as to the date of first purchase. That presents another problem with respect to starting this whole program. Trucks migrate and tracing back to find out the dates of first purchase and making the owner prove it, is just one of the little complications.

The great majority of units consigned by make are easily traceable since they are your passenger car manufacturer's units. However, no other makes of trucks that information will have to be requested of the man who is trading in the truck, and the dealer will have to wait to get it before he can establish the time depreciation list, as against the factory list price.

THE time depreciation scale is a certain amount of per cent each month for each quarter. In order to determine the value of the truck you have to get the factory list price and from that scale down the number of months that the truck is of actual age as against that factory list price. As a consequence, the dealer will have to put both the owner and the buyer off while identifications and evaluations are made.

This presents another complication. The truck manufacturers' proposed code suggested that the only method they knew for getting identification information was to call up the dealer handling the truck to be traded in. Now I can tell you that if a Chevrolet dealer calls a Federal dealer, gives him the identifying numbers and a description of the chassis, and then asks him what year and type it is so he can start in to get a factory list price, he will be telling him practically who the prospect is. This would result in the passenger-

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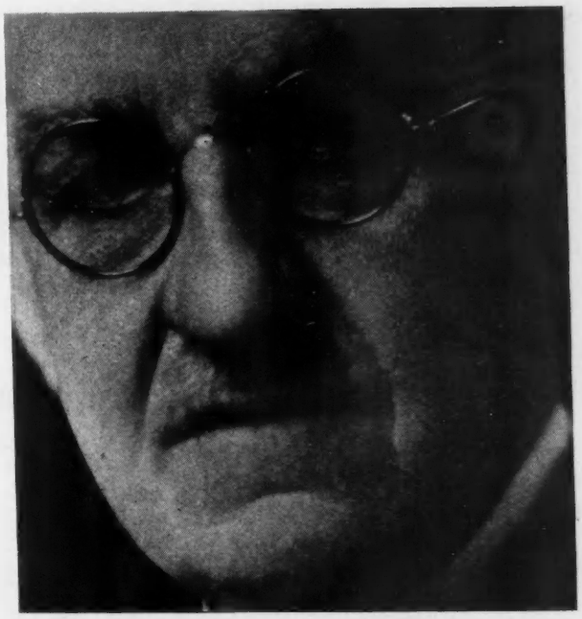
National Control Committee of the Motor Vehicle Retailing Code



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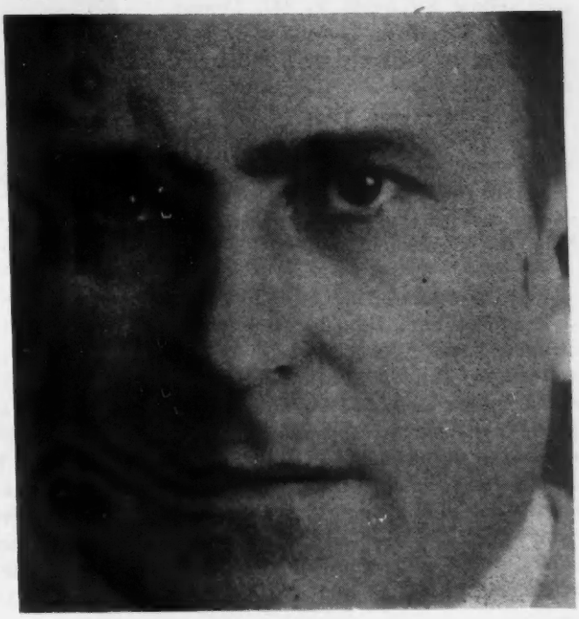


H. Wangelin Belleville, Ill.

"Wanna Buy a Duck?"

Mr. Eastman, the Federal Transportation "Czar," Tries to Sell the Industry a Couple of Lame Specimens

By GEORGE T. HOOK
Editor, Commercial Car Journal

FOR a long time on the stage and over the radio, "Joe" Penner, the popular comedian, has been trying to sell his duck. To date he hasn't found a buyer.

Now comes Federal Transportation Coordinator "Joe" Eastman with two ducks of his own incubation which he is trying to sell jointly to the truck industry, to the railroads and to Congress. The ducks in question are his proposal to place trucks under federal regulation administered by the Interstate Commerce Commission, and his plan to help the railroads regain much of the less-carload-lot merchandise traffic that was lost to motor trucks.

If Mr. Eastman has as little success selling his ducks as Mr. Penner has had, it will be because they lack something as pedigreed pets, and aren't the sort of good eating that most appetites find agreeable.

It would be unfair to contend that the specimens are more foul than fowl. They are just a trifle feeble. The parentage is above reproach, but something happened in the hatching.

FOR his incubator Mr. Eastman gathered eggs from shippers all over the country. These eggs offered unqualified and overwhelming evidence of the motor truck's superiority as an agency giving satisfactory, efficient and economical transportation service. They should have hatched into something faintly resembling motor truck favoritism, or, at the very least, a hands-off policy to encourage unhampered development. Instead, the final result gives one the impression that the evidence was scrambled and the ducks pulled out of an Interstate Commerce Commission brief case.

"Joe" Penner—comedian

For it remains a fact that the evidence gathered by Mr. Eastman not only constitutes a deafening chorus in praise of the many advantages of motor trucks, and an indictment of railroad management's inefficiency, but, more than that, is a scathing arraignment of regulation under federal auspices as administered by the Interstate Commerce Commission.

THIS fact is stated with startling brevity in the coordinator's report dealing with l.c.l. traffic, in these words:

"Patrons [35,468 of them] state that this diversion [of l.c.l. freight—in 1932 the highway volume was twice that handled by rail] is due to lower total charges and to better service with respect to speed, completeness, convenience and safety of lading."

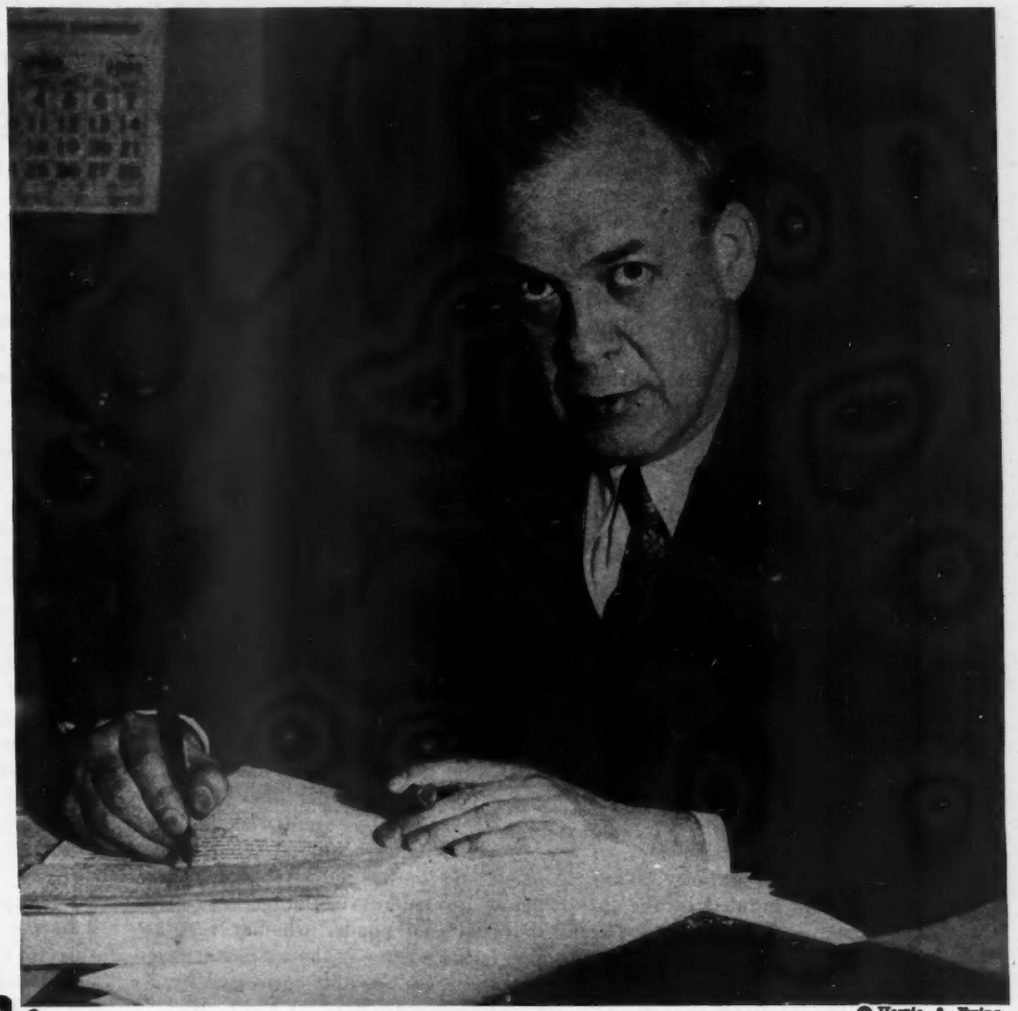
If you prefer to be less brief and more startling, you can add these facts:

"Motor carriers divert considerable traffic from rail l.c.l. service because of the complexity of rail classifications."

"Rail l.c.l. packing requirements frequently are unduly burdensome and act to divert merchandise traffic from rail carriers."

HERE you have in a few deep breaths the case against federal regulation of the kind inflicted on railroads and which motor trucks might expect. The railroad plight isn't due to truck rate-cutting of a non-compensatory nature, because the report states that in 1932—when most business men were losing their shirts and the railroads had lost everything but their high-hat attitude — "common carriers responding to the questionnaire operated at a profit (above operating expenses and taxes) of $194,000, which was slightly less than 2 per cent upon the capital invested. Reporting contract haulers in 1932 made a profit of $710,000 above operating expenses." Eastern and Southern common carriers, a footnote points out, "operated at a 9 per cent and 22 per cent profit respectively."

The plight must be laid directly at the door of regulation. Regulation is responsible for the tariffs, classifications and billing requirements which



© Harris & Ewing

"Joe" Eastman—coordinator

form a mathematical maze worthy of an Einstein. Compare this with the unregulated simplicity of motor truck practices and then let your mind wander and wonder what's likely to happen to that vast majority of small truckmen when regulatory red tape is wound around them.

THE need for truck regulation has become more debatable in view of these facts submitted by those most vitally interested — the shippers, the consumers of transportation. Until the truck entered the transportation arena in an organized way, the evidence indicates that the railroads were taking the shippers and, indirectly, the public at large for a very expensive ride, which was paid for through the nose. Along came the truck and then it was the railroads' turn to be taken for a ride, with the shippers enthusiastically playing the part of jockeys and coming in ahead on total costs.

OF course, there have been abuses within the trucking industry, but these in themselves are not arguments in support of the railroad contention that in fairness to them all trucks ought to be placed under the same form of regulation as is inflicted upon them. Admittedly, the truck has inherent advantages which enable it to get certain types of business away from the railroads without seeming to try very hard to get it. And the truck can get the business by charging fair rates that return a profit. So, logically, whatever rate-cutting has been practised by truckmen has been at the expense of other truckmen and not at the expense of the railroads. In other words, instability within the trucking industry has resulted only in losses to the truckmen themselves—to those who charged profit-returning rates and lost the busi-

ness, and those who slashed their rates and lost their profit.

The trucking code is designed especially to cure just such abuses and to bring about stability.

THERE are large commercial truckers who claim that the code, while protecting truckers against each other, won't be a protection against ruthless railroad competition. They hold the opinion that the problem can be solved only by uniform regulation of all forms of transportation.

Where is there any assurance that under uniform regulation the public interest will be served and the truck treated fairly according to its merits? Isn't the I.C.C. record filled with evidence that even with rigid regulation the bars can be let down and favorites can be played?

Ted Rodgers, president of the American Trucking Associations, Inc., speaking at the recent convention of the Chamber of Commerce of the United States, pointed to the fact that of 51,632 railroad applications for permission to establish rates or fares on less than the statutory 30-day notice, 44,705 were granted by the Interstate Commerce Commission. The vast majority of these applications were filed to meet bus and truck competition.

"AN analysis of some of these rates," Mr. Rodgers said, "clearly indicates that the purpose behind them is not merely 'to meet' truck rates, but to undercut truck rates. Some typical reductions show decreases ranging as high as 45 per cent.

"There seems to be no question but that these rate reductions are not made to benefit, particularly, the shipper. They are made in line with the antiquated policy of rail management of destroying truck transportation, driving it off the highway and re-establishing the rail monopoly.

"Surely that is not in the public interest."

THEN there's the bus industry's recent experience, the lingering fumes of which should kill any idea that in regulation there is relief from unfair competition. This experience is worth recounting because it appears to prove the astonishing fact that a code offers a greater guarantee of fair competition than does the regulation contained in the Interstate Commerce Act.

The Southern Railway and its affiliated lines petitioned the Commission to permit continuation of its 1½-cent-a-mile coach fares which were to expire May 31, and which were instituted to undercut bus operators. The permission was granted despite the fact that all other railroad carriers in the Southern territory expressed themselves as favoring a 2-cent minimum coach rate as being the most desirable. Thus, although 11 railroads wanted a 2-cent fare, the lone railroad desiring a 1½-cent rate was permitted to dictate a passenger-rate policy, because it remains a fact that the other railroads will have to meet the lower rate.

The question of whether or not the rate was reasonable or would be compensatory was not considered. The rail attitude as expressed by the Southern Railway was that passenger trains must be run by the railroads and any additional patronage can be considered compensatory.

THIS outcome would not have been possible under the National Industrial Recovery Act or under a code of fair competition. So the bus industry, which long has sought federal regulation, has cause to pause and ponder whether regulation is the answer. The suspicion that perhaps it isn't is ably expressed by a bus association official in these words:

"As long as there is this hiatus in the control of the Commission where one railroad, even under the terms of the Interstate Commerce Act, can dictate rate policies for all railroads, it is hard to see that Commission control of the transportation industry compares at all favorably with industrial control under the National Industrial Recovery Act."

And he reaches this important conclusion:

"Certainly the complaint cannot be raised again that rail carriers are subject to strict control while motor carriers are free to make any rate to suit competitive conditions. The shoe would now seem to be on the other foot."

TRUCK operators favoring regulation may well ask themselves if the record of the Interstate Commerce Commission indicates that that body is making an intelligent approach to the problem of rate stabilization. By granting rate cuts designed "to meet motor carrier competition," the I.C.C. not only contributes to greater instability of rates within the railroad ranks, but certainly undermines trucking rates. Because the effect of these reductions is that shippers use them as a club to chisel lower rates from the truckers. The net result, for which the I.C.C. is to be thanked, is a continual evolution downward in the structure of both rail and truck rates.

And yet Mr. Eastman speaks of "the stabilizing influence of federal regulation."

It's an ugly duckling he's trying to sell.

THE other web-footed specimen—the merchandise report dealing with the recovery of l.c.l. traffic by railroads—is being offered for sale primarily to the railroads, but there is an obvious effort to convince the truck industry that it's a good buy and worthy of the truck industry's support.

Briefly, after analyzing the truck-praising reports of shippers referred to at the beginning of this article, the Coordinator makes specific recommendations whereby the railroads can improve their l.c.l. service and thereby regain lost traffic. The chief recommendations are pooling of all rail l.c.l. traffic, store-door collection and delivery service, increased speeds, simplification of classifications, liberalized packing requirements and rail-highway coordination by contract, joint rates, lease or ownership.

BY adopting the recommendations, it is argued, the railroads would be able to offer a more economical l.c.l. service for distances in excess of 100 miles. The assumption is made that if "practices causing preventable wastes are eliminated, then highway transportation for distances over 150 miles would not be economically justified with motor vehicles operated at the average cost of their 1932 operations." (The figure used as a basis for this reasoning is 3.344 cents per ton-mile for the common carrier truck.)

A very gratuitous admission is made that even granting the potential economies, trucks will still have the edge for distances under 75 miles. And "highway transportation for distances between 100 and 150 miles generally would be justified under the conditions assumed only when the superiority in speed or the flexibility of the vehicle was worth the additional cost of providing the service."

AND no one has anything to lose, is the closing argument of the report. Why? Well, because the plan would have the effect of "returning to the rails at least 10,000,000 tons of long-haul traffic now moving by highway, and there should (note that it's *should*, not *would*) be diverted to the highway an equivalent amount of short-haul tonnage now moving by rail."

(TURN TO PAGE 37, PLEASE)

Go Get the Gas Guzzlers

Keep on the Heels of Heavy-Footed Drivers. Jewel Tea Cut Costs With Weekly Bulletin Giving Fuel Records

By D. EDMONDS
Rocky Mountain Manager,
Jewel Tea Co.

ONCE it cost our company $25 per unit to operate a truck for one week. In this district, the average is now $7 per unit per week, and into this is figured $12 every four weeks for depreciation. Therefore, we are saving $18 a week per unit, or $540 on 30 trucks, in the city of Denver alone. If this same saving is effected throughout the rest of the country, our company is saving $13,400 every week which heretofore had filtered away in gasoline, oil and repairs.

Those figures tell the interesting story of the attack made by us on operation costs.

Constant vigilance on the cost sheet and a unique system of educating the truck drivers have been responsible for the tremendous savings.

EACH week every manager in the Jewel Tea Co.'s organization issues a mimeographed bulletin to the drivers of his district. The bulletin is printed on a single sheet of typewriting paper. It is called the "Gasoline Gauge," and it plays an important part in keeping down operation costs to $364 per year on each unit. Each truck runs an average of 200 miles per week.

On one side of the single-sheet bulletin appear the figures on gasoline consumption for each vehicle. These figures are arranged in six spaced columns. In the first column the identification number of each truck is given. Opposite each number there appears the truck's mileage for the preceding week. In the next column the week finished is compared with the preceding week's mileage so each driver may see how his mileage compares with the week before. The number of gallons of gasoline used is listed in the next column and in the next the number of miles per gallon is listed for each unit. The figures in the last column show the number of miles per delivery.

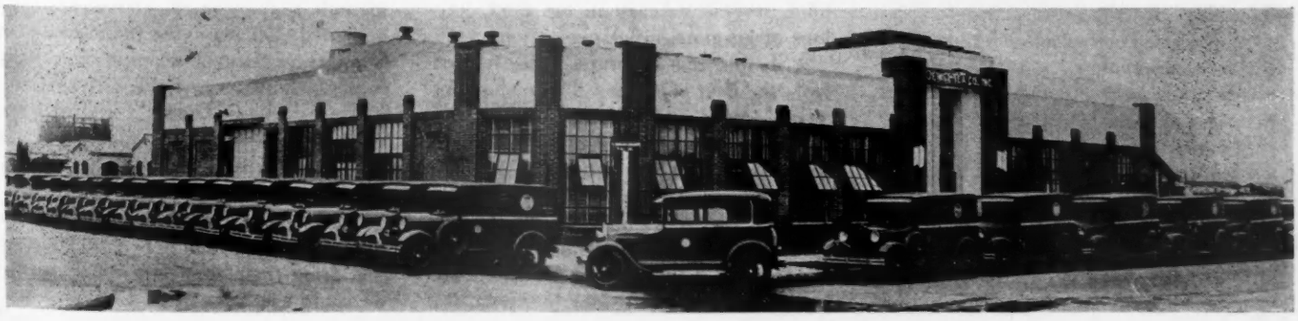
These columns give each driver a chance to compare his gasoline consumption with the other individual units in the fleet.

At the bottoms of the columns are listed the totals and averages of miles traveled, gasoline consumed and miles per delivery. Thus the driver is not only able to check his consumption with individual units but may also compare his truck with the average for the entire fleet. This works up friendly rivalry among the drivers as well as giving them a graphic picture of the fleet operation, bringing them back into line when carelessness leads them to get too far out of the picture drawn by "Gasoline Gauge."

WE found that this comparative sheet which goes into the hands of every driver tends to make each man take a pride in his record. Thus, we use this natural human urge to keep down gasoline costs.

But the bulletin also enables the manager to reach each driver with tips on truck operation that could hardly be passed on without calling a weekly meeting. For on the reverse side of

Some Jewel Tea Vehicles



Two Specimens of the Weekly "Gas Gauge"

Gasoline Gauge, Week Ending December 9, 1933

Route	Mileage Weeks Ending 11/25	12/9	Gallons of Gas	Miles per Gallon	Miles per Delivery
01	...	145	5	29.0	.9
02	309	283	25	11.3	1.4
03	...	129	10	12.9	.7
04	118	118	10	11.8	.5
05	155	107	7	15.3	.5
06	199	205	11	18.6	1.1
07	280	No. Report W/E 12/2			
08	101	145	17	8.5	.7
09	82	86	9	9.6	.3
10	232	230	13	17.7	1.2
11	249	212	20	10.6	1.1
12	305	227	12	18.9	1.0
13	248	310	25	12.4	1.3
14	197	Late Report W/E 12/9			
15	203	No Report W/E 12/9			
16	150	140	10	14.0	.6
17	251	250	12	20.8	2.2
18	204	No Report W/E 12/2			
19	222	239	14	17.1	1.3
20	165	169	10	16.9	1.0
21	243	239	13	18.4	1.2
22	107	116	9	12.9	.6
23	174	138	18	7.7	.6
24	135	142	8	17.8	.7
25	185	184	12½	14.7	.7
26	156	138	9½	14.5	.8
27	159	Incorrect Report W/E 12/9			
28	260	239	19	12.6	1.4
29	158	115	8	14.4	.8
30	100	No Gas Reported W/E 12/9			
Total	5347	4306	307	...	...
Average ...	191	179.4	12.3	14.0	.9

What's happened to our gasoline mileage? Here's what. Some of you men have failed to keep your carburetor adjustment screwed down and others have failed to report their gas purchased on the week it was bought.

Hereafter, I must insist that every man fill his gas tank on Saturday night, include all vouchers in the proper week's remittance, and a correct speedometer reading must be sent in from every route at the close of your week's business. Sincerely, D. Edmonds, Manager.

Gasoline Gauge, Week Ending December 16, 1933

Route	Mileage Weeks Ending 12/2	12/16	Gallons of Gas	Miles per Gallon	Miles per Delivery
01	198	250	14¾	16.9	1.8
02	155	185	17	10.9	.8
03	245	242	16	15.1	1.3
04	208	206	18	11.4	1.1
05	135	156	10	15.6	.7
06	172	185	11	16.8	1.0
07	...	182	17	10.7	.8
08	110	145	5	29.0	.8
09	181	175	12	14.6	.9
10	267	303	16	18.9	1.8
11	90	92	6	15.3	.5
12	178	192	11	17.5	.8
13	275	173	13	13.3	1.0
14	324	Late Report W/E 12/9			
15	189	No Report W/E 12/9			
16	220	251	14	17.9	1.2
17	189	227	14	16.2	1.7
18	...	70	9	7.8	.3
19	163	161	9	17.9	.9
20	157	No Report W/E 12/16			
21	206	303	24	12.6	1.8
22	252	236	16	14.8	.9
23	152	170	11	15.5	1.8
24	239	266	16	16.6	1.3
25	264	279	13½	20.7	1.0
26	180	219	12	18.3	1.1
27	183	244	13	18.8	1.5
28	283	319	22	14.5	1.7
29	114	117	6	19.5	.8
30	125	No Gas Reported W/E 12/9			
31	...	184	19	9.7	.7
Total	5454	5532	365¼	...	...
Average ...	195	205	13.5	15.1	1.0

Well now, that's a little better, that 15.1 miles per gallon of gas, but come on, fellows, we must have at least 16 miles per gallon and this can and will be obtained, providing you pay just a little more attention to this part of your job.

Only one man failed to turn in his speedometer reading as required. I know you won't let this happen again, Baldwin. Remember your gas tank must be filled at close of business each Saturday night, and a correct speedometer reading sent into this office. Sincerely, D. Edmonds, Manager.

Mr. Edmonds

"Gasoline Gauge" are printed tips on "Things to Do." For example, when winter is coming on the drivers are warned about watching the choke, watching the alcohol, watching the slippery streets, how to warm up the motor, etc. New traffic ordinances that the driver may have missed are pointed out. There are also brief sentences on routing and any other information that the manager feels the driver should have. This is written up like a friendly letter and is signed by the manager.

WE have found that a reprimand to a driver printed on this bulletin in a friendly fashion will bring good results. And so a driver is publicly reminded when his operating costs are mounting.

In order to keep exact check on gasoline consumption, every tank must be filled Saturday night and vouchers for the gasoline turned in along with the speedometer reading. This gives a weekly invoice of the amount of gasoline consumed. Vouchers must also be turned in on greases and oils and on all work done on the fleet. These, going into the office every week, give the manager an instant picture of operating costs, consequently giving him a system of control.

A route operating record is kept by entering the amounts, listed on these vouchers, on cards. There is a card for each truck in operation. The card gives a summary of operating costs, both weekly and by the year. It is divided horizontally into fifty-two spaces—one for each week in the year. Vertically, it is divided as follows: Week record, speedometer mileage in the next column, weekly mileage in the next, gallons of gasoline, miles per gallon.

A double line separates these figures from the next columns. These show, in order of their position on the card, gasoline bought, oil and grease, chassis repairs, paint and varnish and body repairs, tires and tubes, accidents, a column for depreciation listing, one for garage and miscellaneous operating costs and a final column for the total expenditure for each week.

Thus the company has set up a control system that has a number of advantages. An itemized check on expenditures will show where unnecessary leaks are occurring. By comparing one card with the rest and also by striking an average from them each vehicle's performance can be presented to the manager at a moment's notice.

SIMPLY by watching operating costs carefully through use of our operating records we have cut down costs more than 200 per cent. Because we have been able to set up a system by studying our costs, we find that depreciation on our vehicles has been considerably lowered. When a unit begins to show an excessive cost we are able to see this immediately and remedy it. Contrary to general belief, we have found that it is oftener the fault of the equipment than it is of the driver. Generally, a driver will not abuse a truck. But if he does we know this without having to wait until he has piled up costs before taking steps.

The weekly "Gasoline Gauge" educates the drivers and gets more cooperation from them than any other method we could use.

Ears to the Ground

A New Fifth Wheel

A NEW idea in fifth wheels has been made ready for the market by the Austin Trailer Equipment Co. It features "gravity cushioning." Claims include: elimination of shocks, 50 per cent clutch-load reduction on dead starts, and universal action levelizing tractor and trailer. The wheel was tested on 118 units for two years in the oil fields and elsewhere. We expect complete details for the June issue.

A Dashboard Scale

If you are interested in a device which measures the weight of a motor vehicle with load and shows the weight right on the dashboard, we'll gladly put you in touch with the patent-holder's attorney.

Truck for Olds Dealers

Back in March under the heading "A Newcomer Coming," this department told you a passenger-car maker not now in the truck field was planning to enter the truck business. We can now tell you the maker referred to was Oldsmobile. But the plans have been changed. G.M.T. is going to handle the truck—a 1½-ton job in 131 and 157-in. wheelbases listing respectively at $595 and $625—and franchises on it are available to all Oldsmobile dealers. The model is known as T-16. G.M.T. dealers will also handle it.

A Streamlined Ford?

The Ford Rumor Bureau of this department offers what might be termed a long-shot bet. It hears that around August 15 Ford will come out with a 100 per cent stream-lined job with the present V-8 engine and booster brakes. It will, of course, be a de-luxe—probably super-de-luxe—model.

For Fractured Floors

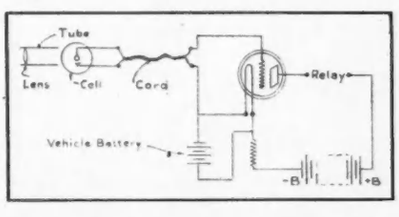
If you have any type of floor that needs repairing or resurfacing, you'll be interested in a new material called Amolastic, developed by the American Oil & Disinfectant Corp. By adding to Amolastic varying quantities of sand, cement and gravel or trapped rock, you can get a surface as soft as rubber for foot traffic or hard as concrete for heavily-loaded trucks.

With this informative sign this operator makes good use of the protective "third rail"

The pump at left is the first diesel fuel pump installed in an American filling station, that of The Associated Co., Los Angeles

Gassing Eliminator

Hall-Scott is manufacturing its latest type of engine with a boss on the manifold so that the Doering Gassing Eliminator may be installed without the use of adapters.



This is the diagram of the photo-electric cell warning signal mentioned on this page in April. The Paris police department use it on its heavy duty vehicles. It is actuated only by direct light from the car behind which wishes to pass

A Two-Cycle Diesel

The Cummins Engine Co. has entered two Diesel engines in the Indianapolis Race, May 30. One is a four-cycle and the other a two-cycle job. Both are four cylindered with bore and stroke of 4⅞ x 4⅞ in. They will turn up around 2500 r.p.m. and develop 135 hp. for the 364-cu. in. dsiplacement.

Converting a Generator

Are you interested in knowing how to convert a regular 6-volt D.C. generator into a 110-volt A.C. generator to furnish extra illumination where needed? If you are, communicate with E. W. Jahn, superintendent, transportation department, Consolidated Gas Electric Light & Power Co., Baltimore, Md. He revamped a Model A Ford generator at a total cost of $35. It handles three 50-watt lamps.

Do Truck Ads Pay?

Joseph Weiner, London advertising expert, was awarded $80,000 for the idea of using the Railway Express Agency trucks for advertising posters. The award was made in settlement of a suit. When he submitted the idea in 1928, he estimated that the annual profit would exceed $1,000,000.

Sealed For Life

A trend toward totally enclosed rear wheel and pinion bearings lubricated for life has been initiated by New Departure with the announcement of two such bearings—sealed for life. They are self-lubricated with own special grease, and forever proof against neglect or wrong lubrication and oozing grease to cause slipping brakes.

Book for Truckmen

The Traffic Publishing Co., Inc., New York, has published "The Motor Truck Red Book and Directory." It contains 725 pages of practical truck information and a directory of motor truck carriers. Ten dollars will bring it to you.

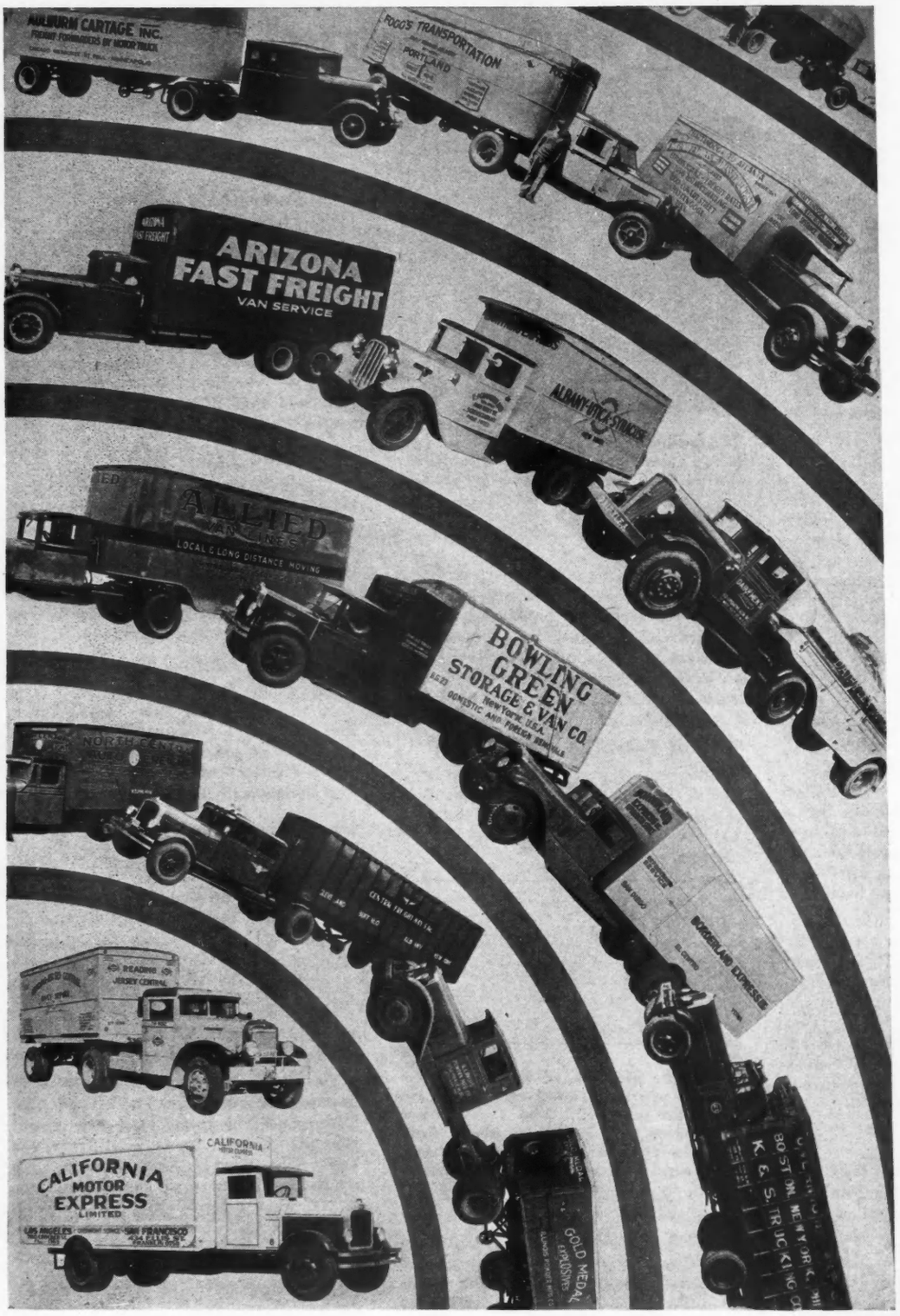
Overdrive Transmissions

C. D. Peterson, Spicer executive engineer, makes this prediction: "Ground helical gears have reduced gear noise to such an extent that the major criticism of overdriving has been eliminated. This, together with the increased life offered by well-designed helical gears will, no doubt, bring about a wider use of overdrive transmissions."

Orchids to Seward

You really should have a copy of a promotional piece just issued by The White Co. The entire piece—cover and contents—imitates the style of *Time*, you know, The Weekly Newsmagazine. It's really a swell, smart and significant effort. If you want a copy ask Stanley Seward, The White Co., Cleveland, Ohio.—G.T.H.

The tilting camel-back cab is a 24-year-old idea. Here's the Hendrickson 1910 version



"As now conducted, highway transportation of merchandise is really more economical than rail for all distances."—Eastman Report.

35,000 Shippers Can't Be Wrong

THIS analysis of the recently issued merchandise report of the Federal Coordinator of Transportation bolsters the claim of motor trucks as a major power in our transportation system. The facts, the first of their kind ever to be gathered, are something for legislators to bear in mind when they are asked to restrict the services which trucks are performing better and more economically than other agencies.—Editor.

35,000 Shippers Swear

By Trucks, Not at Them, and Declare That Store-Door Delivery and Pick-up Are Trucking Aces Back-to-Back

WHEN 35,000 shippers from all over the United States say they prefer to give their more than 100 million tons of freight to motor trucks, and don't mind saying so even to the Federal government, which has "invested" millions of dollars in the railroads, you may be sure they've got good reasons for feeling as they do.

Being hard-headed business men they're not keeping their freight away from railroads because they have a petty grudge against them. They are giving it to trucks for the sound reasons that trucks will serve them better in more ways than one, and the cost, when all things are considered, will be lower.

In reports made to the Section of Transportation Service of the Federal Coordinator of Transportation by 35,468 shippers controlling the movement of 112,142,038 tons of freight, the facts give motor trucks support for their claim to consideration as a major power in this country's transportation system, and one whose services should be encouraged instead of restricted.

THESE facts, hitherto just guessed at on the basis of spotty information, can be analyzed briefly.

The 112,142,038 tons of freight moved were distributed among railroads, forwarders, railway express and motor carriers as follows:

Type of Service	Tons Moved	%
Railroad C. L.	35,522,731	32
Freight Forwarder	12,578,131	11
Railway Express	3,477,235	3
Truck (1 to 50 miles)	29,525,143	26
Truck (50 to 250 miles)	24,868,400	22
Truck (over 250 miles)	6,170,398	6
All types	112,142,038	100

It should be noted that the freight handled by trucks amounted to 60,563,941 tons or 54 per cent as compared with 51,578,097 tons or 46 per cent of combined rail L.C.L., express and forwarder traffic. Also that nearly 31,000,000 tons of the motor-transported freight were moved distances over 50 miles as compared with less than 30,000,000 tons moved 50 miles or less, indicating the popularity of the motor truck as a middle or relatively long-distance carrier as well as a short-haul carrier of merchandise traffic.

THE same shippers stated why they used motor truck freight services, and of the 10 reasons stated, store-door delivery service tied faster services for first place with store-door pick-up service in fourth place just at the shoulder of cheaper total cost. The rest of the field trailed far behind these four leaders. All of the reasons ascribed and the percentage of shippers stating each reason for using motor truck service in order of importance, are as follows:

Reasons for Using Motor Truck Service	% of Shippers
1. Faster service	65
2. Store-door delivery	65
3. Cheaper total cost	53
4. Store-door pick-up	51
5. More flexible or convenient service	43
6. Cheaper packing	21
7. Late acceptance of shipments	21
8. Simpler classification of rates	16
9. Less damage to or loss of freight	11
10. Personal friendship or interest	3

Many of the shippers stated several reasons for using motor transportation, as might be expected.

If the tonnage of freight traffic is considered, the reasons given for using motor truck freight service place in somewhat different order. This time "store-door delivery" finishes in a tie with "cheaper total cost" for second place, a little distance behind the first-place-holder "faster service," with "store-door pick-up" in fifth place after "more flexible or convenient service." The relative position of all the reasons based upon the tonnage represented is as follows:

Reasons for Using Motor Truck Service	% Tonnage Represented
1. Faster service	73
2. Store-door delivery	67
3. Cheaper total cost	67
4. More flexible or convenient service	61
5. Store-door pick-up	54
6. Cheaper packing	27
7. Late acceptance of shipments	26
8. Simpler classification or rates	25
9. Less damage to or loss of freight	14
10. Personal interest or friendship	3

It is significant that based either upon the number of shippers or upon the volume of traffic, store-door pick-up and delivery both ran close to if not actually in foremost position, and that the responses consistently show that more than half of the shippers controlling more than half of the traffic use motor freight service because of the availability of store-door services.

Another significant fact is that store-door delivery service consistently placed ahead of its stable-mate, store-door pick-up.

IF the matter is approached from another point of view, that is, the reasons why shippers or consignees do not use motor truck freight service, the importance of store-door freight service is revealed in another light. Only 7 per cent of the shippers and consignees controlling about 5 per cent of the total traffic involved, laid their failure to use motor truck freight service to the incon-

(TURN TO PAGE 38, PLEASE)

Tips on Trailers

"With Tractor-Semi-Trailer Combinations We Can Keep Modern Easier Than With Trucks." — H. D. Horton

By J. A. DALY

"KEEP MODERN" is the keynote of the policy of the Horton Motor Lines, Inc., which operates 25 trucks, 80 tractors and 72 semi-trailers in the trucking business, with headquarters at Charlotte, N. C.

Tremendous sums of money have been expended in experiments, surveys, tests and studies involving elaborate cost accounting to satisfy H. D. Horton, head of this corporation, that he was giving the most efficient service to his customers at the least expense to them in keeping with a fair return to the transport organization. Mr. Horton is a member of the trucking industry's national code authority and a vigorous advocate of industrial self-regulation.

"It is silly to stay in any business for the open-eyed purpose of losing money," said Mr. Horton, in the course of an interview when he was at his office on a hurried trip from the code authority's headquarters at Washington.

AMID the jangling of telephone bells and a variety of urgent requests for quick decisions on numerous matters, Mr. Horton emphasized his "keep modern" idea through constant replacements, experiments and cost accounting and added:

"With tractor-semi-trailer combinations we can keep modern easier than with trucks."

He proceeded to analyze his transport problems and to give his reasons for the elimination of truck equipment in inter-city hauling. His company constantly is brought into contact with other transport problems, however, particularly in larger cities for pick-up service, which require trucks to assure the most efficient operation.

The main points to be given consideration by any highway transport operator, Mr. Horton suggested, when determining type of equipment to be used, are these:

Flexibility of operations; depreciation; safety; efficiency of loading and unloading; maintenance and service; delays due to accidents and mechanical failures; length of body life; equipment trade-in values and possibilities.

And a Tip on the Tips

This is an article dealing with the relatively superior value of tractor-semi-trailer combinations in inter-city and other motor transport operations.

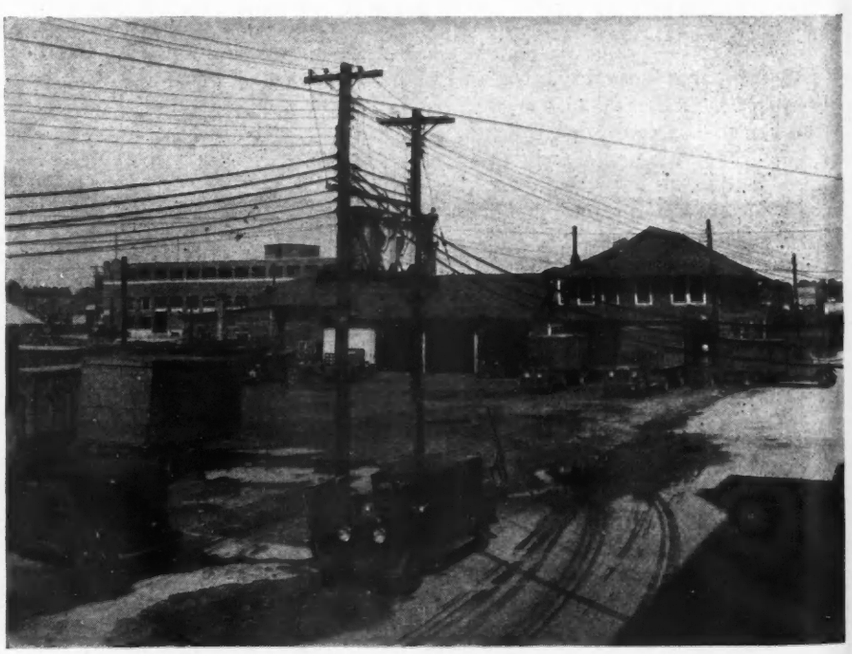
Hidden away somewhat, however, is encouragement for the persistent salesman, because one of the largest operators of semi-trailer equipment in the United States admits he abandoned trucks in response to the demand of a hard-headed salesman-friend that he undertake an experiment involving a large purchase.

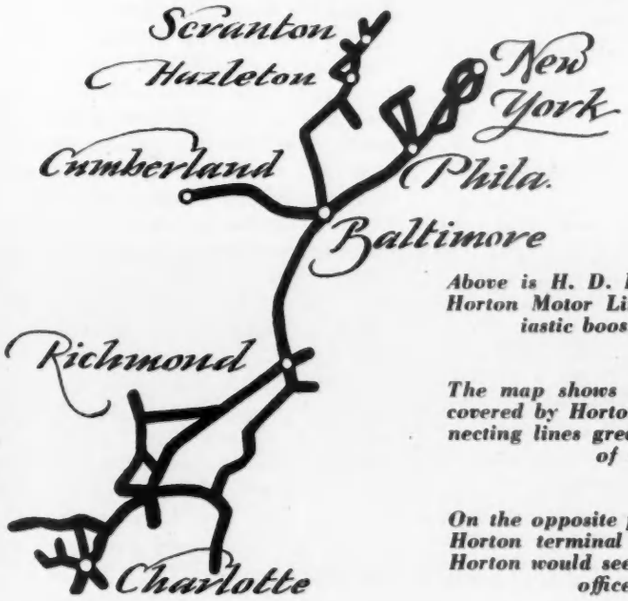
THE Horton company came into existence in September, 1931, taking over a relatively small operation which had become involved in bankruptcy. Prior to entering this operation, Mr. Horton was a distributor of automobile tires—one of the still youthful pioneers of the Southeast's automotive industry. The bankrupt company operated only trucks, and Mr. Horton immediately set about his experiments with different types of equipment in his quest for greater efficiency as a preliminary to taking advantage of the large possibilities he envisioned for expansion.

This operation originally was over a few rather short lines extending from Charlotte to other Carolina cities. Now the Horton company operates over a network of lines extending along the Atlantic seaboard from New York down.

The tractor-semi-trailer combination is operated on long inter-city hauls.

"I BOUGHT the first six of our 72 semi-trailer units because a friend who was a salesman for the trailer people insisted that I make the experiment," said Mr. Horton, presenting an aside explanation which summarized a lot of moral for the automotive selling fraternity. That was the begin-





Above is H. D. Horton, president of Horton Motor Lines, Inc., an enthusiastic booster of trailers

The map shows the principal routes covered by Horton Motor Lines. Connecting lines greatly extend the scope of service

On the opposite page is a view of the Horton terminal in Charlotte as Mr. Horton would see it looking out of his office window

ning of the end of the Horton company's operating four-wheel trailers and straight trucks of large capacity.

As a result of the experiment with the six semi-trailers, the other equipment was disposed of, except for a few straight trucks for specialized services. In New York City, Philadelphia and Baltimore, because of traffic congestion and difficulties in maneuvering semi-trailer combinations, some trucks yet are used.

In inter-city hauling, this company's extensive cost records have shown, the tractor-semi-trailer combination is much safer, more economical and more flexible than the truck, six-wheel truck or the truck-four-wheel-trailer combination.

THE decreased hazard for cargo and drivers in semi-trailer operations is emphasized by these cost records. One objection to the four-wheel trailer combination in severe accidents is the likelihood of the trailer "climbing" the motor truck, with increased damage to equipment and cargo and danger for the drivers, as compared with the semi-trailer. In no accident involving Horton equipment has the coupling of a tractor-semi-trailer combination broken.

Much less wear and tear for the power vehicle are sustained in the semi-trailer combination, particularly because the power vehicle sustains only a part of the load, as compared with the truck. At the same time experience has shown that a much more efficient distribution of load weight, compared with other types of equipment for heavy duty, is obtained by semi-trailer operation. This better distribution of load, combined with other factors, results in a much greater service from tires, compared with either the straight truck or the truck-four-wheel-trailer combination.

The Horton cost records cover not only between-city operations but also pick-up and distributing services within cities. However, the heavy-tonnage, long-distance, closely-scheduled operations between cities are the ones of chief concern to the Horton cost accountants. But economies in operations of the semi-trailers are not confined to actual movement between terminals.

THE flexibility of the tractor-semi-trailer combination also is emphasized by the Horton organization especially when the trailer is being loaded

Horton trucks being loaded at the Carolinas terminal of the A. & P. in Charlotte. Trucks in this phase of Horton service cover the Carolinas with high-speed delivery service from warehouse to retail stores

or when the tractor is being serviced or repaired. Furthermore, one or the other of the two-unit combinations may become involved in mechanical difficulties on the highway. From an operating base another unit can be sent out. When the tractor is down, repairs may be made locally while the trailer is hooked to the relief tractor and the unit moves on with minimized delay.

Seldom in this company's operations does it become necessary to transfer a trailer load on the highway. When that is necessary, the tractor bringing the relief trailer moves the damaged trailer back to the base.

WHILE part of the merit of the tractor-semi-trailer combination is in time-saving, a matter of great importance in the Horton operations, it also works for economy in many other respects, such as in the use of relief equipment and loss of operating time of one or the other parts of the unit, as compared with trucks.

In respect to truck-four-wheel-trailer combinations, breakdown for the motor vehicle necessitates truck load transfer to avoid delays even though another and empty power vehicle should hasten away with the loaded four-wheel trailer. The records show that these combinations in cases of breakdown require a much greater use of reserve equipment as well as of manpower.

Of course, equal importance probably would not be attached to some of these factors by operators who are not required to maintain the relatively high-speed schedules of the Horton lines. The basic policy of the Horton organization is not only to maintain these schedules but also to keep the equipment at the highest possible rate of revenue-producing service. That latter consideration has a vital bearing on the problem of keeping down the ton-mile cost and other factors of fixed overhead cost.

ONE of the objections experienced has raised to the four-wheel-trailer combination is that the coupling is far less dependable than that of the tractor-semi-trailer unit. Also, the former combination is more difficult to bring to a stop quickly, it being found by experience that the semi-trailer unit can be stopped about as quickly as a passenger car.

Immediate economies alone do not limit the concern of the Horton company's cost accountants. The long-pull economies are given equally as careful consideration. This company's experience with the semi-trailers from the long-term viewpoint has been very pleasing. Different rates of depreciation necessarily must be charged for motor and for chassis-body combination. The straight truck must be depreciated as a whole, unless the possibility of installing a new motor is considered. Motor vibration, however, causes in this type of unit a more rapid depreciation of the body. That and other factors tend to make it inadvisable to install new motors in heavy-duty equipment of this type.

Horton Lines

The main long-distance hauls of the Horton Motor Lines, Inc., and their scheduled running time, are:

North Carolina points to Richmond, or reverse, 8 hours.

North Carolina to Baltimore, 15 hours.

North Carolina to Philadelphia, 20 hours.

North Carolina to New York, 24 hours.

North Carolina to Wilkes-Barre and Scranton, 22 hours.

North Carolina to Cumberland, Md., 22 hours.

Mr. Horton's investigations have shown that his deliveries are approximately the same, in elapsed time for the runs, as railway express.

The Horton lines transported in 1933 an estimated total of 85,000 tons of payload.

THE constant improvement of motor units of tractor-semi-trailer combinations makes advisable rather frequent replacement but the trailer equipment need not be depreciated so rapidly nor replaced so frequently. The body of a truck having a well-built body will outlast the motor, and, irrespective of motor improvements, the trailer of a tractor-semi-trailer combination has a much longer life expectancy than the motor vehicle. Also, when a truck chassis is traded, a good body, not of the type desired by the buyer, must be junked.

FROM all the angles of the depreciation problem, the tractor-semi-trailer unit has proved most economical for the Horton operations. In fact the company's experience is that the favorable differential in depreciation totals a large amount annually. One of the important contributing factors to this result is the fact that motor-originating vibration does not reach the trailer body or the pay load, giving the trailer body a life substantially longer than is experienced by truck bodies.

IN some operations, particularly slow-moving, non-scheduled hauls, some of the objections the Horton company has found to four-wheel trailers may not apply. In some instances state laws may operate against tractor-semi-trailer units. Such units, however, have very little to offer for city cartage and numerous other operations, particularly those operations involving dense traffic, short hauls and light loads. Because of the diversity of the products transported by the Horton company and the wide variety of traffic and highway conditions encountered, several sizes of tractor-semi-trailer units are operated by this company, the capacities ranging up to the legal limit.

The company's conclusions relative to the superiority of this unit for the operations involved represent an average of the experience under all the conditions.

'Farming' Crops Costs

Fleet Head Says It Pays to Give Repairs to Specialists. Has Ideas on Tire Care, Reclaiming and Governors

By C. H. MEYERS

Transportation Manager, Archer's Laundry, Baltimore, Md.

SUMMING it all up, the economical operation of your fleet depends upon watching all maintenance costs closely and keeping them down to an absolute minimum.

We do not operate our own shop. We believe it cheaper to farm out repairs. We know that to make our own repairs would necessitate a big outlay for tools and equipment and that we would always be faced with the problem of securing the right man to operate the shop. As it is, we are able to consult specialists in their respective lines.

Our figures also seem to bear out our contention. For instance, a five-week period cost us $97.95 for labor. If we had a one-man shop we would probably pay the man $30 a week or $150 for the period. The following month it cost us $45.15 for labor or less than one-half of what the mechanic's wages would have been.

We furnish all parts used, thereby saving all discounts given. These figures prove to us conclusively that it does not pay to operate your own shop for a fleet of 23 trucks. You might say, "But you would get better work in your own shop." But would you? I doubt it. If the repair man you patronize does not give you a good job, and does not stand back of his work he knows that he will lose your business, which is necessary for his welfare.

Farming Knocks Off Overhead

THROUGH careful study and experiment we are constantly lowering the cost of operation by reducing maintenance costs. In 1932, for example, Truck No. 11 cost .552 per mile to operate; in 1933 only .331; Truck No. 13 cost .222 in 1932 and .215 in 1933; Truck No. 17 cost .481 in 1932 and .369 in 1933; Truck No. 34 cost .407 in 1932 and .363 in 1933; Truck No. 38 cost .496 in 1932 and .346 in 1933.

The above figures included maintenance, tires, oil, gas and garaging. The garage cost was $123.41 per unit. The only things not included were depreciation and insurance.

AT one time when a tire wore out, we merely replaced it with a new one and did not know how many miles it delivered. Costs then did not mean half as much as they do today. We can no longer afford hit and miss methods. That is why we set up various forms in order to know what the exact mileage is of each tire.

Our tire record enables us to make an analysis and study how to reduce costs, whether retreading pays, what type of tire gives the best service, what truck is hard on tires and why, ultimately eliminating that type of truck or the driver. But unless accurate records are kept on tire performance you do not know what you are getting for your money.

THE fleet manager has to watch the misalignment of wheels, dragging brakes, and proper inflation, and when you take care of all these various things that go into tire mileage you are adding miles to their life. In 1933, for example, it cost us .0295 per mile to operate four tires.

When a tire is repaired it is remounted on the same wheel and the spare tire is returned to its rack as the spare tires are old tires, with little mileage left in them. The following

(TURN TO PAGE 50, PLEASE)

Plug Up Your Troubles . . .

At the Old Spark Plug and Get Miles, Miles, Miles of Better Engine Performance

WHEN a detective solves a murder mystery he does it by following up clues. If it's a real mystery the toughest part of his job is digging up the clues.

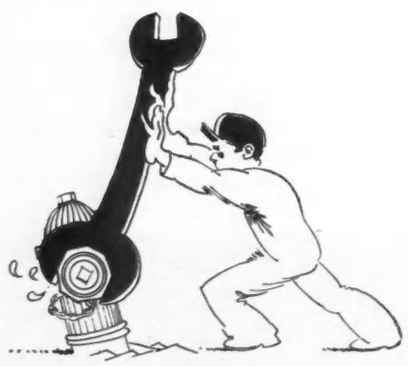
When a mechanic has an engine mystery to solve, he also has got to look for clues. In his case there is a set of ready-made clues which should always be looked into before doing anything else.

These clues are the spark plugs.

They will show him whether the mystery can be solved without going any further, or else they will lead him to one of the many other causes of engine troubles.

IF the engine is hard to start, misses at low or idling speeds, or loses power under load, by all means the first place to look for the cause is in the spark plugs. Their condition will tell the mechanic what to do to the plugs and to other parts of the engine mechanism.

Here is a simple and easily-followed table of plug conditions which are generally met with when the engine's performance begins going to the bow-wows, together with the things that should be done to the plugs and also what else to look for and do.



Stops Leaks at Plugs

When sleuthing for engine troubles such as Hard Starting, Missing at Low or Idling Speeds and Power Loss Under Load, the trail should lead first to the spark plugs . . . . .

GAP too wide or too narrow. Electrodes badly worn or burned away.

FIRST—Set gap to manufacturer's recommendation. If plug has been in service for 10,000 miles or more, replace plug. If the electrodes were badly burned in only 5000 or 6000 miles, replace with cooler plug.

ALSO—Check ignition system and battery.

Check carburetor adjustment.

Check timing.

Set distributor points to manufacturer's recommendation.

INSULATOR broke non upper end.

FIRST—Installing a new plug is the only remedy. Such breakage can only be caused through carelessness.

ALSO—Use care in removing and installing plugs.

Use a spark plug socket wrench of the proper size, and use it carefully.

INSULATOR cracked or broken on lower end.

FIRST—Installing a new plug is the only remedy. Get correct type. If broken plug is correct type, engine is probably being operated under hotter than normal conditions, and "cooler" plug should be installed.

ALSO—This trouble may be caused by careless work in re-gapping plugs. Make all gapping adjustments by bending the side electrode only.

UPPER part of insulator blackened just above the shell, indicating "blow-by." Lower part of plug not sooty.

FIRST—Type of plug used is much too hot—install a cooler type.

INSULATOR blistered or "glassy." Insulator shows deposits of reddish or brownish color.

FIRST—Clean plugs; reinstall plugs and test. If condition is habitual, it indicates "too hot" operation; change to cooler type of plug.

ALSO—Check timing.

Check carburetor adjustment.

Check for leaks in intake manifold and in cooling system.

Fuel used may be unsuitable.

INSULATOR covered with dry black soot.

FIRST—Check for correct type. If

Dry and Clean

Plug Too Hot

correct type, clean plug. Set gap to manufacturer's recommendation. Reinstall and test plug. If sooting is habitual, replace with hotter type.

ALSO—Check for too rich carburetor adjustment.

Set distributor points to manufacturer's recommendation.

Use choke sparingly; see that it isn't stuck.

INSULATOR caked with oily carbon or soot.

FIRST—Check for correct type. Clean plug. Set gap to manufacturer's recommendation. Reinstall plug and test. If condition is habitual or plug of incorrect type, replace with hotter plug.

ALSO—Check for too rich carburetor adjustment.

Set distributor points to manufacturer's recommendation.

Change Plugs Carefully

Use choke sparingly; see that it isn't stuck.

Check for too much oil in case.

Check ignition system and battery. Check timing.

Check for leaky or stuck valves.

Check for worn or loose pistons and piston rings.

PLUG oily, but not sooty or carboned—spark gap filled with oil.

FIRST—Dry plug and clean. Set gap to manufacturer's recommendation. Examine plug carefully for cracked insulator. Reinstall plug and test. If plug does not test O.K., the trouble is elsewhere.

ALSO—Check ignition system and battery.

Set distributor gap to manufacturer's recommendation.

Check for too rich mixture. Check timing.

Check for excessive use of choke. Check choke for sticking.

Check for too much oil in case.

Check for loose pistons or rings.

Check for leaky or stuck valves.

Butane: Bunk or Berries?

It's the Berries, Says West Coast Expert, Who Sugars His Views With Facts and Butters Them With 'Buts'

Not Bunk . . .

By G. L. HOLZAPFEL

President, Holzapfel Instrument Co., Los Angeles, Cal.

. . . Berries!

I BELIEVE that the first really satisfactory use of butane on a commercial motor vehicle took place in August, 1930, when we fitted our butane carburetor to a double decker bus operated by the Los Angeles Railway Co. The tests made enabled us to get together figures on fuel consumption and power, from which were drawn some useful conclusions.

The figures disclosed a remarkable increase of power, due to the use of butane fuel, but the fact that the biggest increases were at high speeds showed that a large percentage of the power increase was due, not to any special virtue of the butane, but to poor gasoline carburetion. The venturi of the gasoline carburetor was far too small for high engine speeds, which reduced the volumetric efficiency of the engine, but even at low speeds, the power increase was very noticeable.

A POINT of considerable interest was that the increase of power on butane was least at speeds of 20 and 25 m.p.h.—say 1000 to 1300 r.p.m. This seems to be a characteristic of the fuel; it pulls exceptionally well at very slow speeds and also at high speeds.

It would be reasonable to say, for any engine, that the power with butane and gasoline would be the same if the compression were not raised, and would be from 15 per cent to 25 per cent more if the compression were raised from, say, 4¾ to 1 to 6¾ to 1. This is our usual practice. Sometimes, in the case of extra good manifolding and gasoline carburetion, there is actually less power developed than with gasoline, whether on high or low compression. Of course, if the compression is raised to a point higher than is admissible with gasoline, the power is considerably greater with butane than it can possibly be with any gasoline that is not especially doped.

IT very often happens that an operator, after raising his engine compression and using Ethyl gasoline, when not operating on butane, complains that he gets no more power than he does with gasoline. He loses sight of the fact that the comparison should be made between first grade gasoline with low compression and butane with high compression. In such a comparison butane nearly always shows a considerable increase of power and that, after all, is the only fair way to compare the two fuels.

Owing to the high compression that can be employed with butane, the potential power of this fuel is considerably greater than that of any gasoline available and it is worthwhile for operators to take advantage of this.

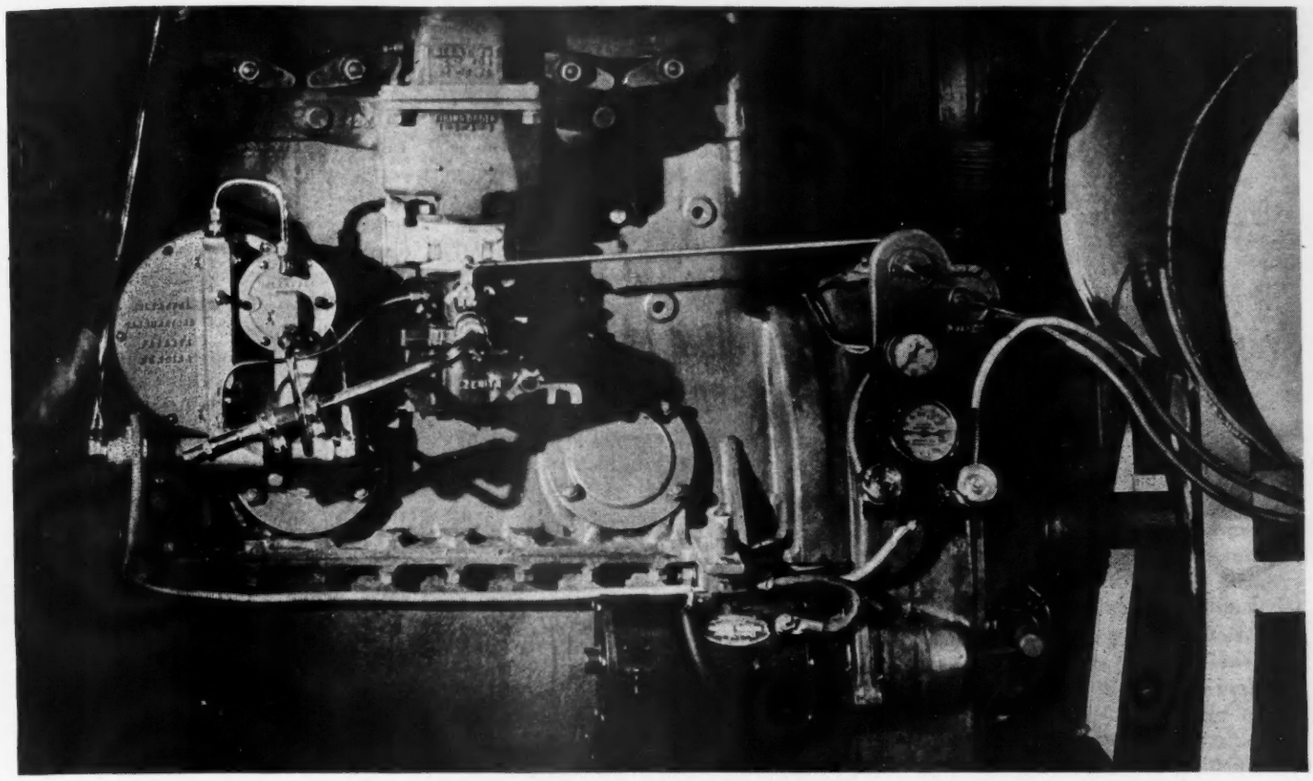
Here's the Sugar Powdered Fine

Butane is superior in power at very low and high speeds; in fuel economy on high compression and particularly under full-throttle operation; in lower oil consumption and lower maintenance costs.

Mr. Holzapfel

LET us now go into the question of fuel consumption.

Butane shows its best comparative economy on high compressions, so that on partial throttle openings it is not working to its best advantage. On the other hand, the distribution troubles of gasoline are least noticeable on partial throttle openings for then the vaporization of gasoline is at its maximum because of the high manifold vacuum. They are most noticeable on full load when the vacuum is least and distribution very bad. Then butane is at its best. Thus, on vehicles running largely on part throttle opening, such as pleasure cars, etc., butane does not give very good fuel consumption economy and usually disappoints the user.



A Butane Carburetor Attached to a Standard Gasoline Engine

BEST results have been obtained with trucks on long runs with heavy loads—over the mountains, where a great deal of the distance is covered on full throttle. A bus runs on full load for less time than a truck; therefore, the fuel consumption advantages of butane are not so great as they would be on a truck. However, the question of comparative consumption of the two fuels is so wrapped up in the questions of engine compression, load factor, manifold design, carburetor adjustment and numerous other factors, that it is almost impossible to predict, with any degree of accuracy, what the economical result of the change-over will be. On the whole, it is best to assume that the miles per gallon on butane will be the same as they were on gasoline; any advantage gained will then be a pleasant addition to those advantages which accrue from the use of a cheaper fuel, less wear and tear and lower bills for lubricating oil, spark plugs, etc.

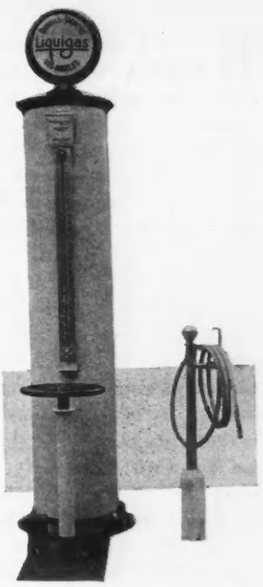
HOWEVER, it is possible to predict just this much:

Pleasure cars will run from 10 per cent to 25 per cent less distance, gallon per gallon, on butane than on gas.

Buses will run about the same distance (the more stops the better, for then there will be more full throttle operation).

Trucks in light service will run about the same as buses.

Trucks in heavy service will show



First Butane Pump

Above is the first butane-dispensing pump in the country. It is installed in the service station of Park-Hill-Wade Co., Los Angeles, Cal.

A strong, heavy underground tank holds 10,000 gal. of butane. Water, being heavier, is used to force the butane out, at 150 lb. pressure.

The wheel operates a valve on the butane tank and the truck is serviced by means of the hose at right.

Butane Has Superior Power and Performance

Less Oil Is Consumed

substantially increased economy over gasoline.

Small, over-loaded engines show better butane economy than large, lightly-loaded engines.

In short, butane is the most economical fuel for hard service and for this reason we advocate its use chiefly on trucks, tractors, shovels, etc., although the much smoother operation makes its use very desirable on pleasure vehicles.

BUTANE shows very substantial advantages over gasoline in many directions other than power and fuel economy. Perhaps the most important of these is due to the absence of dilution. Not only does this factor make a very great reduction in the amount of lubricating oil consumed, but the oil retains its lubricating qualities under all conditions. Perhaps the greatest wear in internal combustion engines occurs when they are started from cold and the gasoline in the initial charges washes most of the oil from the cylinder walls. It takes a considerable number of revolutions for the oil pump to get to work sufficiently to splash up more oil on the cylinder walls, and until this happens, the piston is badly under-lubricated.

A number of tests have shown that most of the wear takes place under these conditions and our experience is that wear on moving parts is reduced at least to one-half when butane is used.

One test we made proved that dilution occurs even when the engine has attained its full working temperature and is thus always present in the engine under all conditions. *Therefore*, when butane fuel is used, a lighter grade of lubricant may be used and much better all-round lubrication obtained.

IN regard to valves and spark plugs, butane shows itself to be the kindest fuel available, increasing by many times their useful service. Carbon deposits are also very much reduced, but there is always some deposit, due chiefly to combustion of the lubricating oil. However, there is so little of it that it is safe to say that there should never be any need to remove the cylinder head until reboring or new pistons are necessary. As wear is so much reduced, this means that, with good care, an engine should never need to be overhauled during its lifetime, for that disease known as obolescence will probably intervene before any of the curable diseases can get a hold. An efficient air cleaner will aid considerably to the possibilities of this desirable attainment.

AND now let us deal with the all important question of supply. As butane requires pressure tanks for its storage and special tank trucks and cars for its distribution, it is necessary for the user to deal with it in larger quantities than is the case with gasoline. Thus the sale of this fuel is at present chiefly restricted to large users who can afford to buy it in from 3000 to 10,000 gal. lots. In many ways this has proved an advantage, for had the question of supply been more easily solved there would have been so great a rush for carburetors that the manufacturers would have been quite unable to cope with the demand. As it is, this business is growing at a reasonable rate and the supply is quite in keeping with the demand.

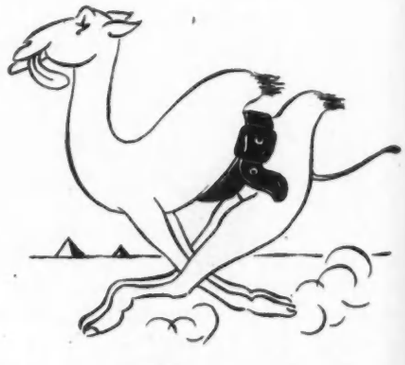
LASTLY, let us look at the capital cost and determine just where butane may be used with the best results. Generally speaking, any engine, whether stationary, tractor, truck or bus, that uses plenty of fuel, will pay for itself in a very short time. In many cases the $100 to $200 cost of equipping a vehicle is paid by fuel savings in a month or less, while the cost of the storage tanks is usually paid for in from 2 to 12 months.

Operators of one or two trucks are unfortunately not so favorably situated as operators of big fleets, for the ratio of the price of storage to the saving in fuel cost is proportionately much greater. However, when the change-over has been paid for, the advantages are very great, for butane is unquestionably a very much better fuel than the best gasoline obtainable.

IT is really very surprising to some people that the price of butane is at present so low. The explanation lies, of course, in the law of supply and demand. The price of 3½ cents per gallon at the refinery is dictated chiefly by the cost of segregating and handling what has hitherto been a practically worthless by-product. When the price was recently raised, somewhat arbitrarily, to 6 cents per gallon the manufacturers could not sustain it and probably no business was ever done at that price. It quickly fell again and butane is now selling for 4½ cents per gallon. It is probable butane will remain at 4½ cents per gallon until there is sufficient demand to warrant an increase of price. Then the price will find its market level. By that time all those enterprising operators who have taken advantage of the present situation will have paid for their installations and will be well rewarded in addition. Should the price go up to the level of the best gasoline, their operating costs will still be substantially below those of the gasoline user.

LET me now mention one or two points to prove that butane is fundamentally a fuel of great importance. Our early experiments immediately proved to us that 102,000 heat units of butane would take a vehicle just as far as 125,000 heat units of gasoline, so that we at once realized that no less than 23,000 heat units or more than 18 per cent of the gasoline was going straight through the engine unburned or partially burned. In many cases, indeed, the wastage amounted to 30 per cent to 40 per cent, particularly on engines running on heavy loads. Now it is economically unsound that there should be so great a drain on our natural resources if it can be prevented and the development of butane fuel is of great importanec to our national economy.

Personally, we look forward with assurance to the time when liquefied gas, or something akin to it, will be the national fuel.



A Most Economical Fuel

Something for Nothing

Free Publications Which Are Yours for the Asking. Use the Order Blank

22. How to Service Bearings

THIS 52-page book, according to its preface, "is offered to the automotive service man in the spirit suggested by Theodore Roosevelt when he said that every man should contribute something to the industry or pursuit from which he derives his livelihood."

The book deals with the important functions performed in an engine by bearings, why they are designed and produced as they are, and how to service them. It is the work of Lowell C. Blomstrom, chief engineer of Federal-Mogul Corp.

23. Cleaning Handbook

CLEANING in the sense in which it is used here covers a multitude of dirt. It covers the cleaning of soiled hands, of clogged radiators, of all types of floors, of parts and the stripping of paint, enamel and japan from metals.

The Magnus Chemical Co. presents this valuable information in a 32-page, well-illustrated book. It is a practical guide to the modern methods of cleaning in all types of repair shops and dealer show rooms and garages.

24. Top Cylinder Lubrication

THIS booklet prepared by the Emerol Mfg. Co. deals with the interesting subject of top cylinder lubrication. It analyzes the lubrication requirements of an engine, describes what takes place within the cylinders of an engine and suggests solutions to the problems discussed.

This 20-page book will provide good reading for fleet men and service men interested in the problems of engine lubrication.

25. Why Expand Pistons—and How

HERE is a booklet that goes into the question of why pistons slap and why engines become oil hogs, and then offers the cure for both alloy and cast-iron pistons. It argues the case of the piston expander, and is offered by Liberty Accessories Corp.

26. Belt and Hose Catalog

THE B. F. Goodrich Rubber Co. has a large book of 68 pages which it calls its 1934 fan felt and radiator hose catalog. Thirty-two pages are given over to fan felt and radiator hose specifications for passenger cars, trucks, buses and tractors listed alphabetically and covering practically every piece of automotive equipment now in use. Twenty pages are devoted to tables showing the vehicles which can be serviced by each fan belt.

Of special interest are three pages giving detailed instructions for installing fan belts, with 12 illustrations.

27. Truck Battery Data Book

GOODRICH also has issued an 8-page pamphlet, giving specifications and data for bus and truck service batteries.

ORDER BLANK

Please send me the following

Free Books

(Check numbers wanted)

- ☐ **22. How to Service Bearings**
- ☐ **23. Cleaning Handbook**
- ☐ **24. Top Cylinder Lubrication**
- ☐ **25. Why Expand Pistons—and How**
- ☐ **26. Belt and Hose Catalog**
- ☐ **27. Truck Battery Data Book**
- ☐ **28. World Bestos Catalog**
- ☐ **29. Valve and Guide Catalog**
- ☐ **30. Tin Plating Facts**
- ☐ **31. Brake Lining Data Book**
- ☐ **32. Legal Restrictions Book**

Name . . . . . .

Title . . . . . .

Firm Name . . . . . .

Address . . . . . .

City and State . . . . . .

(Mail to Commercial Car Journal, Philadelphia, Pa.)

28. World Bestos Catalog

WORLD Bestos Corp. has prepared its 1934 catalog of 32 full pages which it refers to as the most complete ever issued in the brake lining industry by any manufacturer. It is a most complete listing of this maker's products.

29. Valve and Guide Catalog

THIS valve and valve guide catalog is the 1934 edition prepared by Toledo Steel Products Co.. It contains an alphabetical list of vehicles with the proper Toledo valve and valve guide numbers for each make and model. In addition it contains a master numerical chart, a numerical dimension chart and a progressive dimension chart for both valves and guides.

30. Tin Plating Facts

HERE is a pamphlet, issued by Circo Products Co., that describes the advantages of tin-plated pistons and the tin-plating piston service which is now available through authorized jobbers. The folder tells how it is possible to fit cast-iron tin-plated pistons to as low as .001 clearance, and how the engine can be operated at practically full speed immediately after reconditioning.

31. Brake Lining Data Book

THE 1934 edition of the Brake Lining Manufacturers' Association Automotive Data Book covering asbestos brake linings and clutch facings will be distributed about June 1. You can place your order for one now. The data book shows the number and size of brake linings and clutch facings for all car and truck models, including a majority of the 1934 models. It will also include a numerical list.

32. Legal Restrictions Book

A 54-page booklet entitled "Truck and Trailer Size and Weight Restrictions" has ben prepared after exhaustive research and exhausting work (we speak from xperience) by the Four Wheel Drive Auto Co. This book will be sent gratis to any truck operator. Each state is given a separate page in this restriction tabulation.

Driving According to Hoyle

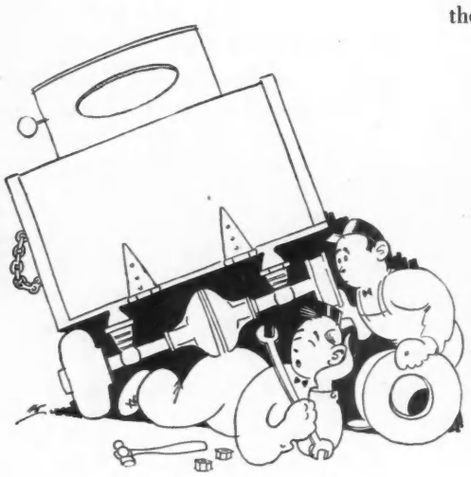
A Book of Rules for Drivers of Automotive Vehicles to Promote Safety and Economical Operation

By E. J. GRAHAM
Superintendent of Transportation
Public Service Co. of Colorado

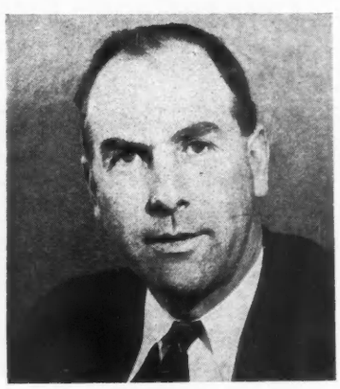
Foreword

THE driver should at once familiarize himself with the motor vehicle laws of his state and all local traffic ordinances. Remember that *ignorance of the law is no excuse.*

It is the duty of all persons responsible for the operation of vehicles to assure themselves that drivers are conversant with the law and with these rules before they are assigned to a vehicle, and to insist all drivers be instructed in regard to all changes or additions to current laws and regulations.



Don't depend entirely on jacks



Mr. Graham

General

1. The Company desires to bring to the attention of all employees driving motor vehicles the need of caution and common sense at all times and under all conditions.

2. The driver must remember that he is the Company's representative, and that the Public will consider his words, actions, and manners, as those of the Company. "A man is judged by the company he keeps," *A Company is judged by the men it keeps.*

3. The driver must never forget that *the law gives right-of-way to pedestrians.* To disregard this right leads to hostile feelings towards all drivers and especially towards the owner of the offending vehicle.

4. The driver must realize that the following acts *will not be tolerated.*

Use of intoxicants while on duty.
Racing with any other vehicle.
Horseplay while on duty.
Neglect of duty.
Disregard of orders.
Violations of any law or ordinance.

5. The driver shall not permit any person to drive or ride in the vehicle assigned to him unless so directed by his superior. Any unauthorized passenger may, in case of injury, make the driver or owner of the vehicle personally liable for such injury.

6. The driver must see that all passengers are properly seated before proceeding, and he shall not permit riding on running boards, rear tail boards, or boarding or alighting from the vehicle while in motion. This rule does not, however, apply to mechanics in the line of duty. All doors should be free to open from the inside of vehicle even when locked. Locks or latches inoperative from inside the vehicle are forbidden.

Drivers shall not permit more than one other person to occupy the driver's seat at any one time. Unnecessary conversation while the vehicle is in motion is absolutely forbidden.

7. Each driver is required to familiarize himself with conditions in the territory in which he usually drives, so that the routes involving the least congestion and delays can be used. Play streets, those passing schools, playgrounds or otherwise congested, should be avoided.

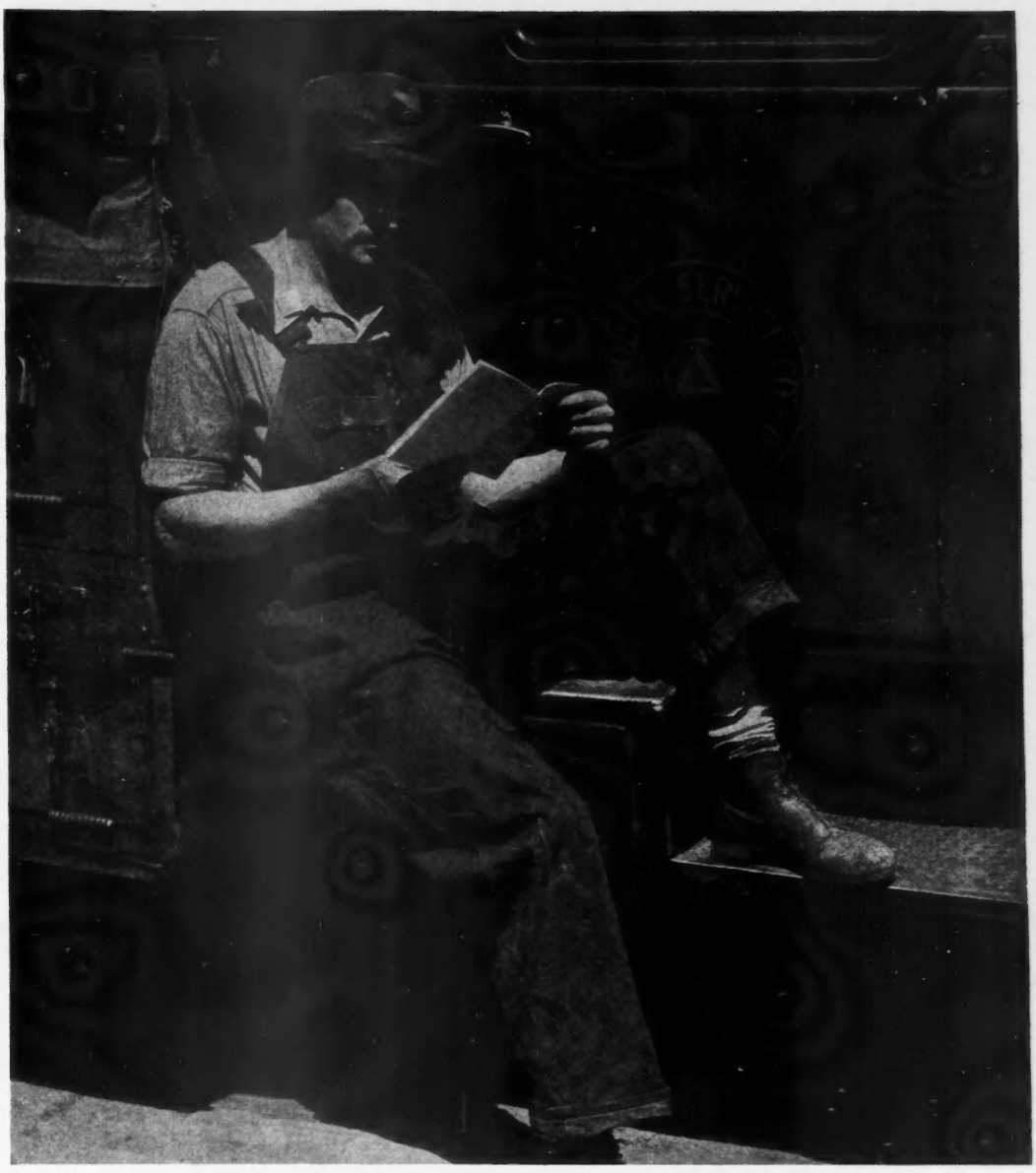
8. Drivers will be held responsible for the proper care of tools and all other equipment furnished to the vehicle. Before leaving the garage, the driver should check his equipment. Tools and other equipment must be kept clean and neatly stored in the proper place. Loss or breakage of any article or the use of any spare equipment (as lamps, tires, etc.) must be reported at once.

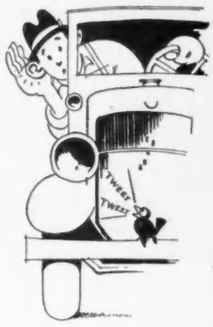
Employees are expected to administer first-aid, to use the first-aid material provided, and in case of emergency to use the vehicle itself to aid injured persons or summon help.

Operation

9. Before leaving the garage, the driver must inspect his vehicle and assure himself that all the following details have been properly cared for:

(a) Ample supply of gasoline, oil and water.





Get accustomed to operating sounds

(b) Tires in good condition, and, if pneumatic, properly inflated.

(c) Brakes, lights, and control mechanism in good condition.

A brake test should be made before leaving the garage, or if that is impossible, within the first half block after leaving the garage. The brake test card must be in the car at all times.

If brakes are not functioning properly or there is any indication of an unsafe condition, a report must be made immediately to the Superintendent of Transportation, the Local Manager or other person having authority to order immediate repair. The vehicle must not be used without special authority as above.

(d) Windshield and license plates must be clean and the car must be generally clean and tidy.

(e) Chains must be used on orders from the garage authorities and at other times when necessary in the opinion of the driver.

In accidents, get correct names

Filling a Need

The operating and safety rules given here can be applied successfully in fleets large and small.

They are published because so few fleets have set down rules for the guidance of their drivers. They fill the need. They are brief and to the point.

10. Drivers should accustom themselves to the operating sounds of their vehicle, and should report anv unusual condition on the regular report sheet before going off duty. If noted while on the job, serious conditions of this nature should be reported at once by telephone. Drivers must not attempt to make repairs except to change tires, or make minor adjustments with which they are familiar.

11. A daily report sheet must always be filled out and signed when returning a vehicle to the garage, either noting as "O.K." or stating the conditions requiring attention.

12. The driver must thoroughly familiarize himself with the control of any vehicle before attempting to drive it. (NEXT PAGE, PLEASE)

13. A driver who returns a vehicle to the garage in an unsafe condition, or who finds a vehicle unsafe to operate, shall not leave the vehicle for any purpose until "*out of order*," "*do not move*" or similar sign has been attached to the steering wheel; or otherwise placed in a manner to call attention before the vehicle is operated.

14. If starting equipment is out of order, of if vehicle has no self-starter, *before cranking motor* the driver must make sure that:

(a) Spark is fully retarded.
(b) Gear shift is in neutral.
(c) Emergency brake is on.

He should then grasp the crank with thumb alongside first finger so that it does not engage crank handle, and so that handle can pull free from the hand in case of back-fire. The crank must always be pulled *up*. It should never be forced down or any attempt made to spin the motor.

15. A jack must not be depended on to support a vehicle which must be worked on from below. This is especially true when wheels have been removed. Blocking must be used either to support the weight of the car or to prevent rolling of the wheels.

16. When working on the street side of a vehicle, the workman must avoid stepping into the traffic lane without first making sure of clearance. At night, he must avoid blocking the view of head or tail lights with his body.

Accidents

17. In any accident involving personal injury or property damage, the driver must report by telephone as soon as possible to the Department of Safety and Claims and the Superintendent of Transportation, or, in outside districts, to the Local Manager. In this telephone report, he should state the place of accident, damage done, extent of any personal injury to the best of his knowledge, and name of license number of other party to the accident.

18. In case of accident involving personal injury, the driver's first thought should be the care of the injured. If the person injured is an employee of the Company, the Company Doctor for the district should be called or the injured person carried or sent to the Doctor. If the injuries are serious, the ambulance should be called and the injured person sent directly to the hospital. If the injured person is not an employee, the wishes of that person should be consulted and a local Doctor, or police ambulance called, or other action taken according to the best judgment of the driver. The Company assumes no liability in such cases.

If it is necessary to leave the scene of accident before the police arrive, a Company employee should, if possible, be left there to give the necessary report. In any case the driver should, before leaving the place where the accident occurred, fill out the accident report blank furnished. The following information is absolutely essential:

(a) Shield number of any officer.
(b) Correct name and address of any injured person or persons.
(c) Names and addresses of all witnesses.
(d) An accurate sketch showing how the accident occurred.
(e) Name and license number of any persons or vehicles involved.

The utmost courtesy should be observed in making requests for names, addresses, etc. Even the testimony of late arrivals is often valuable. The driver should avoid any dispute or discussion with any individual as to the cause of the accident. No excuses should be made. The driver should state that he is required to report the accident.

19. It must be remembered that even the most minor accidents may have future consequences and that every accident must be fully reported.

Thoughts For Drivers

DRIVE your car as though it belonged to you, and remember that scratches and dents reflect on your ability.

***Careless Driving* is inexcusable and may result in serious injury to you as well as others.**

***Never* block a street car or other vehicle. Remember that you are often a passenger and do not like to be delayed. Also, this is against the law.**

***Keep* in line with the traffic and as far to the right of the road as you can.**

***Be on the Alert* for signals from other drivers, for signals from traffic officers. Watch traffic signs.**

***Do Not* crowd pedestrians, even though they are proceeding against traffic signs or lights.**

***Do Not* "hog" the right-of-way. Remember that you will make friends or enemies for yourself and your company through your actions in driving your car.**

Accident Prevention

20. The driver should exercise good judgment in the use of the horn, and should avoid making it an unnecessary nuisance. It should be used:

(a) When approaching points where the view is obstructed, as at cross-roads, alleys, etc.
(b) To warn pedestrians or children at play.
(c) To warn other drivers of intention to pass.

21. A driver must always have his vehicle under control and be prepared to make a sudden stop when close to pedestrians. *Sounding the horn* may only startle them and cause them to step into danger.

22. Drivers must be especially cautious:

(a) When backing. He should always have a clear view of the road behind or have a competent helper to guide him.
(b) When turning out from curb or making left turn.
(c) Overtaking and passing another vehicle.
(d) At intersections.
(e) On grades.
(f) When road or street is slippery for any reason.
(g) When towing another car.

Towing should be attempted only when authorized by a superior, and with a tow line suitable for the purpose. Skid chains or other make-shifts must never be used for this purpose. The tow line must not exceed a length of 16 ft. between vehicles, and should be provided with a red flag in center by day or with a red light in center by night.

(h) At all posted RR crossings.

Whether these are guarded or not, the driver is responsible for stopping, slowing down, or otherwise making sure that he may cross safely. Stop signs on railway crossings should be obeyed but the driver is allowed some latitude in cases where accompanying automobile traffic is heavy and a stop becomes more dangerous than to continue on across the tracks. In all such cases, however, the driver must use extra caution to guarantee a safe crossing.

23. A vehicle should always be driven as close to the right curb or edge of the highway as possible. In city driving, this must be modified to some extent by the presence of parked cars, but it is desirable to leave as much

(TURN TO PAGE 36, PLEASE)

Products on Parade

Descriptions of New Products Put Out by GMC, Stewart, Marmon-Herrington, Oshkosh, Highway, Thornton, Skinner, Doman-Marks and Jarrett

T-16 GMC's Newest

GENERAL MOTORS TRUCK CO. has jumped right into the midst of the highly competitive 1½-ton truck field with its new model T-16, the base price of which is $595. Its gross weight rating is 9300, while the weight of the chassis is 3105. Wheelbases are 131 and 157 in.

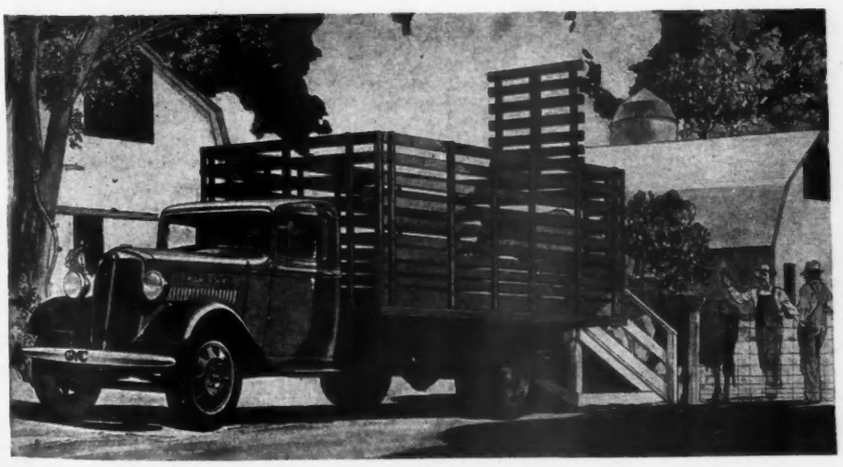
The price is the lowest ever carried by a GM truck of this capacity.

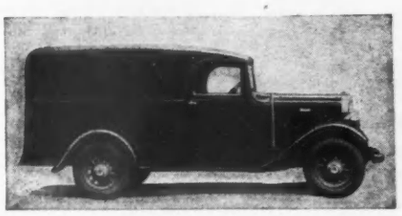
This entry in the current fight for business is in every way a worthy namesake of the 16,000 GMC model 16s that carried thousands of wounded doughboys from front lines to base hospitals during the Big Fight.

The powerplant is a new six-cylinder job with a displacement of 213 cu. in.. 70 hp. at 3300 r.p.m., and maximum torque of 147 ft. lb. from 1400 to 1800 r.p.m. Other features include heavy. truck-type frames, with straight side-rails; four-wheel mechanical brakes and full-floating rear axle.

A complete line of good-looking bodies is available in 12 attractive and durable colors. The cab provides driver comfort and a windshield of safety glass.

High rack body on the GMC T-16 for hauling livestock





Stewart's rakish de-luxe panel body

Smart Stewart Body

STEWART MOTOR CORP. has designed a standard de luxe panel body, smart in appearance, and priced $375 for the 7-ft. type; $400 for the 8-ft.. and $450 for the 9-ft.

It is constructed of hard oak and ash. All outside parts are metal covered. The curved roof and sides give it a handsome and rakish appearance. Rear doors have new patented latches that prevent rattling and twisting.

Standard colors are Steward green or red. Other colors at extra cost.

Herrington Adds 7

SEVEN new models have been added to the Marmon-Herrington line of all-wheel-drive trucks. Two are gasoline-powered and five have Diesel engines.

The entire Marmon-Herrington line now consists of five series of all-wheel-drive trucks and truck-tractors with a total of 28 different models ranging in capacity from 1½ tons upward.

Seventeen gasoline-powered Marmon-Herringtons now are available. The two new models are the TH340-4, a 20-ton four-wheel-drive, and the TH340-6, a 35-ton six-wheel-drive.

The five new Diesel models bring this type of Marmon-Herrington to the 5 and 6-ton fields. Eleven Marmon-Herringtons now have Diesel engines.

The new Diesel models are the THD310-4, 5-5½-ton four-wheel-drive; THD310A-4, 6-ton four-wheel-drive; THD340-4, 20-ton four-wheel-drive; THD310A-6, 10-ton six-wheel-drive, and THD340-6, 35-ton six-wheel-drive.

Thornton Improved

DESIGN revisions have been made in the Thorton Tandem six-wheel unit for light trucks. The transfer case is now a split steel casting, upper and lower halves being separate for ease of assembling and servicing. The top half can be removed for inspecting.

On the larger ball bearings are located troughs for steady oil supply. The intermediate shaft is locked in the case, the gear cluster turning on the shaft and permitting a slight floating action for self-centering of the gear.

Lowering the trunnion shaft has decreased the height of center of gravity and given a more direct line of drive.

Dual, heavier springs are used on each side. Three wheelbases are now offered as standard although almost any variation is available.

New Oshkosh $2085

OSHKOSH MOTOR TRUCK, INC. has a new 1½-2-ton four-wheel-drive chassis called the JB and listing at $2,085. Standard equipment includes coupe cab, full electrical equipment and dual 7.00/20 tires. Weight of chassis

Products on Parade

with cab is 5350 lb., and gross weight rating is 10,550.

One of the outstanding features is the improved Oshkosh steering ends. Steering is easy with no objectionable reaction in the steering wheel and a full 30-deg. angle turn can be made.

The engine is a six-cylinder Hercules JXB. A Warner four-speed with two-speed sub transmission gives eight speeds forward and two reverse. A low ratio of 80 to 1 is available and the high ratio makes possible a speed of 60 m.p.h.

The rear is full-floating, spiral bevel drive. There are two gas tanks, one on each side of the cab.

D-M Horizontalizes

DOMAN-MARKS ENGINE CO. now offers three horizontal air-cooled engines in addition to its regular line of vertical engines. These engines were originally developed for a foreign government, for installation in crawler-type tractors where low overall height is essential. This is a requirement in cab-over-engine trucks.

The new horizontal engines, known as the 6AH line, are similar to three vertical engines produced by the company, the 6A-309, 6A-377 and 6A-400 (the last figures representing the piston displacement) except that they are laid on their sides, as it were. The principal changes for efficient operation had to do with the lubricating system.

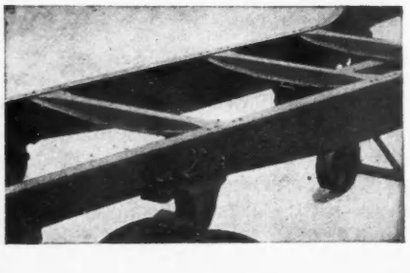
Highway's New Frame

HIGHWAY TRAILER CO. has a new construction in its trailer frame which is said to obtain greater rigidity and a lightening of weight.

The improvement is in the cross-members, specially formed and shaped with jaw-like ends which fasten to the flanges of the frame. These jaws inspired the designation "alligator trailer frame" for the new construction.

The patented design gives the cross-member a substantial trussing effect and simplifies manufacturing in that it enables direct side-rail to cross-member riveting.

Highway has also changed its screw jack supports. Tie rods are more rigid and rollers are equipped with roller bearings. A considerable saving in weight is effected.



At left—A section of the new Highway trailer frame showing the new type of cross-member with jaw-like ends, lighter and more rigid

A Smaller Skinner

A LINE of oil purifiers with capacities ranging from 3 gal. in 24 hr. up, and automatic in operation has been brought out by Skinner Motors, Inc., of Detroit. The purification process, in effect a pressure filtering arrangement. removes even the finest particles of suspended matter in the oil.

Operating cost of the oil reclaimers runs from around 2c. per gal. reclaimed on the larger units to 4c. a gal. on the smallest size, based on an estimated current cost of 5c. per kwhr.

The filtering element consists of a large number of parchment-like discs. The principle is known as "edge filtration," the oil passing between the compressed discs rather than through the material. The oil, when it passes through, does so in virtually a vapor form.

A thermostatically-controlled lamp maintains the correct temperature.

At right—One of the new Skinner oil purifiers, modernized design which improves appearances

The Jarrett truck with the front-drive axle. Shows that front-drive axle does not affect the loading height

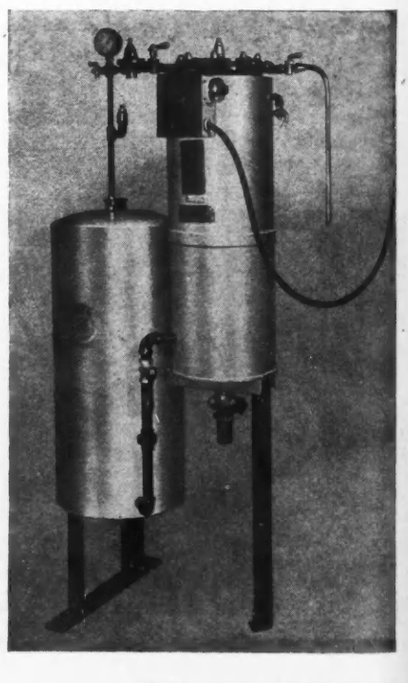
Front-Drive Axle

THE J. C. Jarrett Motor & Finance Co. announces availability of its patented front-drive axle for use in four-wheel-drive trucks and for converting conventional two-wheel-drive trucks to four-wheel-drive.

The axle is a full-floating, double, reduction type, the gears of which are interchangeable with those of the rear axle. The differential housing, brakes and brake drum assemblies are mounted on a motor trunnion which is assembled in the truck frame in the usual manner. The axle is mounted at the front of the engine, and occasions no increase in the loading height. Clearance required under the engine for the front-drive shaft is less than in conventional types.

Brake drums can be mounted either at the hub or on either side of the differential.

Light-type axles of this design will be supplied for front-drive passenger cars also.



The Information Desk

Truck Output 185 Per Cent Ahead

March truck production, totaling 59,750 units, raised the first quarter total to 153,015 units, an increase of 185 per cent over the first quarter of last year.

The March total was 217 per cent better than the 18,822 production figure for March, 1933. It was an improvement of 28 per cent over the 46,574 units produced in February of this year.

March recorded the best production since May, 1930.

White Ups Wages

A voluntary 10 per cent wage increase has been given the 3100 employees of the White Motor Co., according to an announcement by G. W. Smith, Jr., vice-president.

The increase, which became effective May 1, is the third general increase of 10 per cent given the employees of the organization since last August.

Studebaker Creditors Get Plan

A tentative reorganization plan for the Studebaker Corp. has been submitted to creditors, according to Dow, Jones & Co. Details of the plan have not been disclosed, nor is it known how soon definite action on reorganization can be expected.

Willys-Overland Resumes

Operations at the Willys-Overland Co. here were under way again Monday after a week's layoff to accumulate parts. About 3000 workers are on the payroll when production is in full swing.

Chevrolet 124,000 Ahead

Shipments to domestic, export and Canadian dealers by Chevrolet Motor Co. during the month of April totaled 109,706 units. This compares with 59,953 units in April, 1933. Year to date shipments, up to and including April 30, total 332,716 units as compared to 208,289 units in the same period of 1933.

Reo Shipments Boom

Reo shipments for April, according to Elijah G. Poxson, general sales manager, were more than three times those of April, 1933, and almost 50 per cent above March, 1934. Total shipments for the first four months of this year were two and a quarter times those of the same period a year ago, and equal to the total volume of shipments up to Aug. 5 of last year.

Rural Dealers Spurt

Ford production is now running in excess of 90,000 cars and trucks per month. Reports indicate that rural dealers, who have been more or less inactive for the last three years, are again doing business on a scale comparable to 1929, and some of these report that their volume of business thus far this year is greater than all of 1933.

D. E. Bates, New Reo President

Bates Heads Reo

D. E. Bates was elected president of the Reo Motor Car Company and R. E. Olds reelected chairman of the board at a directors' meeting which followed immediately after the stockholders had expressed confidence in the present management by an overwhelming vote.

Other officers named by the board were: George E. Smith, vice-president; Ray DeVlieg, vice-president; George L. Brown, secretary-treasurer; Dean M. Parsons, assistant secretary and treasurer. Executive Committee: R. E. Olds, chairman; D. E. Bates, Ray DeVlieg and George E. Smith.

Mr. Bates, the new president, has been associated with Reo since 1905 and since Sept. 3, 1907, has served as secretary and treasurer and director. His selection is an extremely popular one with stockholders and dealers alike.

Mr. Bates disclosed that the company was in splendid position financially with a ratio of current assets to current liabilities of more than 9 to 1.

Dodge Sells 14,571

Dodge retail truck and commercial car deliveries in the first 18 weeks of the present year totaled 14,571, a gain of 505.6 per cent over the same 1933 period. Total sales for all of 1933 were 28,000.

Wilkening Gain 44.3 Per Cent

The Wilkening Mfg. Co., Philadelphia, announces that the sales volume on its Pedrick piston rings for the first quarter of 1934 is 44.3 per cent greater than for the same period in 1933. The Wilkening payroll is up 51.6 per cent.

Foley Incorporates

The general trucking business of William J. Foley, Portland, Me., has been incorporated under the name of W. J. Foley Trucking Co. William J. Foley is president and treasurer.

Champion Presents Films

Champion Spark Plug Co., through its field organization, is presenting a very complete series of sound on film production to jobbing organizations and the dealer trade. The program comprises four film subjects.

The first production covers the mysteries of the whys and wherefores of ignition systems; the second film, "Under Fire," traces the history and development of transportation and the vital part spark plugs have played in that progress; the third is packed with hair raising thrills showing the use of Champion spark plugs by racing champions; the fourth film, "Champions At Work," is a short merchandising film.

Fruehauf Expands Further

Harvey C. Fruehauf, president of Fruehauf Trailer Co., announces construction is nearing completion on a building planned especially for the service department. The addition represents the second recent expansion of the Fruehauf factory, a 40,000 sq. ft. body plant having been completed in January.

Team & Truck Convention

The National Team & Motor Truck Owners Association will hold its thirty-second annual convention at Cedar Point (Sandusky) Ohio, on July 15, 16 and 17. All local haulers, whether affiliated or not, are invited to attend. Business sessions are expected to develop vital discussions of the trucking code. E. Foster Moreton of Detroit is president of the association.

Engine Rebuilders to Meet

The twelfth annual convention and exhibit of the Automotive Engine Rebuilders Association will be held June 11 to 15 at the Hotel Sherman, Chicago, according to announcement made by John L. Heckman, president. Over 40 parts manufacturers will exhibit.

An Unusual Order

Bishop, McCormick & Bishop, Brooklyn, N. Y., Dodge dealer, recently ordered one entire day's output of the Dodge truck plant. Filling of the order calls for the production of exactly 300 Dodge Brothers trucks and commercial cars.

The various types of vehicles covered in the order were: Chassis and cab, 205; panel type trucks, 90, and commercial express type, 5.

Bowman Federal Director

At the annual meeting of the stockholders of the Federal Motor Truck Company, J. F. Bowman, vice-president in charge of sales, was elected to the board of directors.

Driving According to Hoyle

(CONTINUED FROM PAGE 32)

space on the left available for other vehicles as possible.

24. Passing another vehicle from the rear at a point where the driver's view is obstructed, as on a hill, curve, or blind crossing, is positively prohibited.

Driving Signals

25. Standard arm signals must be used:

Right Turn—Left arm extended from the car and pointed upward.

Left Turn or Pulling Out From Curb—Left arm extended in horizontal position.

Stopping, Slowing, or Backing—Left arm extending and pointing down.

In pulling out from the curb, the signal is not enough: the driver must see that he is in the clear.

Control of Vehicle

26. Coasting down hill with gear in neutral is absolutely prohibited. At a given speed, a greater distance will be required to stop a car when descending a grade than on the car level. Drivers must accustom themselves to the distances required for stopping their vehicles under different conditions of load, surface and speed.

Gears and clutch must be kept engaged at all times when moving. This will help to prevent skidding, and gives better control of the car. The clutch should be disengaged only to shift gears or just before the vehicle comes to a complete stop.

27. A smooth application of power is an indication of a good driver. Allowing the clutch to engage violently or with a jerk, is an unnecessary strain on the entire vehicle and will eventually ruin the mechanism. Sudden opening of the throttle will result in similar damage if practiced.

28. Brakes should not be applied suddenly unless this is necessary to prevent accident. A gradual application is more effective, far less harmful to tires and running gear, and causes less discomfort to passengers. A gradual slowing or stop also gives time for following cars to stop. A driver should also maintain sufficient space between his own and a vehicle which he is following, to stop if necessary.

No vehicle should be operated with defective brakes. Where defective brakes are noted while vehicle is in use, the garage should be notified and the vehicle not moved until the brakes are adjusted or repairs made.

It must be remembered that wet surfaces, ice, sleet or snow, loose sand or ruts, present hazards which can only be met by reduced speed and caution.

29. Driver and passengers should board and alight from a vehicle on the curb side, never from the roadway side if it can possible be avoided.

30. In mountain driving, it is desirable from both operating and safety standpoints to descend grades in the same gear which would be required to ascend them. It is also desirable on a grade to shift to a lower gear before such action becomes an absolute necessity.

31. When it becomes necessary for a driver to leave his parked vehicle, even for a brief period, before leaving the driver's seat, he should:

(a) Shift gears to neutral.
(b) Stop motor.
(c) Remove ignition key.
(d) Apply emergency brake.
(e) Lock all operating parts, for which keys are provided.

Vehicles should not be parked on a grade unless absolutely necessary. Where so parked, the vehicle should face up grade with the rear wheel cut in against the curb. When facing down grade, the front wheel should be cut against the curb. Lacking a curb, chocks must be used, preferably at rear wheels. Leaving vehicles with low or reverse gear engaged is not recommended.

Speed

32. Vehicles should be driven at a moderate rate of speed, consistent with road and traffic conditions. A driver is required to obey local traffic laws. He must drive at a speed at which he has absolute control over his car and should adapt his speed to that of other vehicles in the accompanying traffic as far as possible.

Standard Equipment

33. Trucks and cars owned by the Company are required to have the following equipment in good condition and ready for use:

(a) Two headlights, with adequate bright and dim lights, and tail light.
(b) Tire chains.
(c) Windshield wiper.
(d) Rear-view mirror.
(e) Fire extinguisher.

Right of Way

34. Right of way belongs to and must be yielded to:

(a) Railway trains and street cars.
(b) Fire and police cars and trucks.
(c) Ambulances and funeral processions.
(d) Pedestrians at crossings.
(e) All traffic on through streets or highways.
(f) All vehicles approaching from the driver's right.

It should be remembered that by most traffic codes all right of way is surrendered by a driver while making a left turn.

Loading and Unloading

35. The driver is responsible for the loading of the vehicle, whether it is part of his duty to assist in loading or not. The following rules must be observed:

(a) Local ordinances must be complied with.
(b) Load must be properly distributed and not piled too high.
(c) Projections of load over body lines which cannot be avoided must be properly marked with warning flags or lights.
(d) Load must be handled from the curb side of the street or road if at all possible.
(e) Tail-boards, doors, and all detachable equipment must be made secure before proceeding.
(f) If passengers are authorized to ride, they must be seated in such a manner that no part of their persons can project beyond the body lines of the vehicle.
(g) The vehicle must not be overloaded and must be so loaded as to permit the driver a clear vision to the rear.
(h) Where necessary, ropes or blocking shall be used to secure the load and prevent its shifting while enroute.
(i) Where necessary, padding or bracing shall be used to prevent marring or injury to parts of the load.

Garage Repairs

36. Extension lights, soldering irons, drills, and other electrical equipment must be in good condition when used on or near a vehicle.

Motors should not be permitted to run idle in the garage or other enclosed space unless a pipe or hose connection, or other proper ventilating system is provided to carry off exhaust gases to the open air.

Privately Owned Cars

37. All Company employees using their private cars on Company business are required to have their brakes and lights inspected at least once in every ninety days, and to carry brake certificate at all times.

90-Cent Truck Registration Fee Is Amply Justified

THE code of fair competition for the trucking industry provides for registration of all "for-hire" trucks, and payment of a registration fee of $3 for each vehicle; also for registration of all not-for-hire trucks, and a registration fee of 90 cents each. Some interests operating trucks exclusively in their own business protested against this 90-cent fee on the ground that there was no reason why it should be required of them. General Johnson has approved the $3 fee, but left the 90-cent fee for future determination, after hearings.

A WORD of explanation seems to be called for in this connection. One of the most important objects of the trucking code is to determine to what extent trucks actually come in competition with other modes of transportation. The railroads have charged that their loss of revenue has been in considerable part due to truck competition. On the other hand, the highway transportation interests have insisted that only a very small percentage of truck traffic is competitive with the rails. To the contrary, they insist that the trucks, in bringing business to railroad stations or distributing it from them, make possible a large railroad tonnage that would never get to the rails but for the truck's service. They say that if detailed statistics of all the trucking operations could be had, and if it could be shown how great a share of truck tonnage is also rail tonnage, it would be found that the net result of all truck operations is actually to increase rather than decrease the aggregate of rail business.

THOSE who have most closely studied this question believe the truck people are right. They point out that of the 3,500,000 trucks in operation, not over 400,000 or 500,000 are doing "for-hire" business. They say that the remaining 3,000,000 trucks are, in effect, merely tenders to the railroads, originating freight and bringing it to the rails, or distributing it from them.

IT is important that the best possible statistics bearing on this controversy should be developed. The trucking code, with its requirements for registration of all trucks and for such reports as will indicate the character of their business, aims to collate exactly these data. The national trucking code authority fixed the fee of 90 cents for not-for-hire trucks only after careful and expert consideration of the expenses of registering the vehicles, getting in the necessary reports, and analyzing the entire mass of information. Only thus can an accurate picture be presented of the entire industry; only thus can an authoritative answer be made to the exaggerated contentions of the railroads.

FOR these reasons the friends of highway transportation believe the program of requiring registration and reports from all trucks is one of the most useful features of this code. They are convinced that if the plain truth were known about the service of the trucks as a whole to business and to the railroads, there would quickly be an end to demands for suppression of highway freight movement. It is therefore urged that everybody who uses trucking service, whether it is owned or hired, whether interstate or intrastate, ought gladly to pay the small fee and make the reports that will be asked.

"Wanna Buy a Duck?"

(CONTINUED FROM PAGE 14)

In other words, it's a swell idea because "fair exchange is no robbery."

The fallacy of the notion is that while progress is being forced on the railroads, the truck industry will suddenly halt its epochal progress, curl up and offer nothing in the way of improved equipment or service to meet the keener competition of the railroads.

IF this represents the best thought of transportation brain-trusters, they greatly and woefully underestimate the potentialities for improvement in the manufacturing and operating branches of the truck industry. If the railroads improve their service (and they should), if they begin to reveal themselves as real competitors of the motor truck (and more power to them), the effect will be to accelerate the natural progress of the truck industry toward constantly lower operating costs, and to maintain the truck's competitive superiority.

THE real fear is that this does represent the best thought of the transportation brain-trusters. Its effect when tied up with federal regulation of motor carriers is something to worry about. Because with regulation they could readily make their ideas regarding "economic spheres of operation" effective by refusing certificates of operation over routes extending into the so-called "uneconomic sphere." And—

Well, do you wanna buy these ducks?

(For details of the merchandise report, see the April issue and page 19 of this issue.)

Truck Makers and Dealer Group Confer on Code

A MEETING was held May 9 between representatives of the truck manufacturing group and the National Automobile Dealers Association in an effort to arrive at a formula for the proposed supplementary code for trucks. At the meeting the following motions were adopted:

THAT the trade-in allowances on trucks should be based on a depreciation scale or scales and that N.A.D.A. should prepare a depreciation chart or charts based upon sales records of used commercial vehicles and also from data to be submitted by the various manufacturers covering sales in the heavy truck group. When this information is compiled, it is to be submitted at a further meeting of the committee to determine the actual depreciation scale, or scales to be included in the proposed Supplementary Code.

A further motion was made that N.A.D.A. should obtain all necessary data in connection with the building of a catalog listing the chassis, body types and special equipment for all trucks and estimated cost for producing such manual—the manufacturers to cooperate by furnishing all available data necessary in this work. This catalog would then be made available to all dealers at a cost basis. The initial expense would be underwritten by truck manufacturers.

35,000 Shippers Swear

(CONTINUED FROM PAGE 19)

venience of store-door pick-up or delivery. This reason ranked next-to-last in the factors limiting the use of motor transportation. The factors and their relative importance judged by the percentages of shippers and of the traffic represented are shown as indications of the negative factors which must be overcome if motor freight transportation is to be further improved.

Reasons Limiting Use of Motor Transportation	% of Shippers	% of Tonnage
Lack of responsibility	25	29
Failure to maintain regular schedule	16	15
Lack of uniform or definite rates	12	16
Charges too high	10	12
Pick-up or delivery inconvenient	7	5
Excessive loss or damage	3	2

AFTER considering the relative importance of store-door pick-up and delivery services as positive forces attracting shippers to use motor freight services and as negative factors limiting the use of motor transportation, the absolute importance of store-door freight services may be determined by consulting the evidence of 35,000 shippers. Approximately 60 per cent of the total number of shippers indicated that they desired both store-door pick-up and delivery service, only 1 per cent wished pick-up service only, 13 per cent wished delivery service only, and 14 per cent had nothing to say on the subject. Only 12 per cent did not want either pick-up or delivery service.

If further light is needed upon the importance of the store-door freight services it is found in the answers of shippers and consignees in various parts of the United States. For purposes of examination and comparison the United States was divided by the Section of Transportation Service into seven major territorial divisions and four terminal areas. It is noteworthy that the demand for store-door delivery exceeded consistently the demand for store-door pick-up in all territories, and that the demand for both services was usually greater in the great metropolitan centers where the volume of traffic is particularly heavy.

THE demand for pick-up and delivery services is not confined to a few lines of business but evidence has heretofore not been available that would serve to indicate the relative demand for the services in representative businesses. All of the evidence on this point cannot be offered because of lack of space, but sufficient data are produced to convince the most skeptical that the demand is not confined to a limited range of businesses.

The percentage of shippers in selected representative lines of business activity indicating that store-door pick-up and delivery services are influential reasons for their use of motor freight transportation; and the percentage indicating that the inconvenience of pick-up and delivery services is a deterring influence are shown below.

Such overwhelming and consistent testimony shows clearly the value of store-door collection and delivery services to motor carriers in their efforts to give shippers what they want.

Business	% Shippers Crediting Pick-up*	% Shippers Crediting Delivery*	% Shippers Claiming Limitation†
Auto parts & accessories	72	78	4
Beverages	60	74	6
Books, stationery & printing	56	70	6
Boots and shoes	56	68	6
Building materials	38	54	6
Candy, confectionery & baking goods	64	84	6
Chain stores	54	76	12
Clothing, millinery & hats	38	50	8
Cotton	54	54	6
Department & dry goods	34	62	4
Dry goods, wholesale	54	64	12
Drugs and chemicals	54	72	8
Fruits and vegetables	38	60	10
Furniture & household goods	50	76	8
Groceries	44	70	6
Iron, steel & hardware	56	68	8
Leather & leather articles	60	70	6
Machinery & Tools	58	64	8
Metals	58	68	8
Packing house products & cottonseed products	46	62	10
Paints & varnishes	68	82	6
Petroleum products	52	62	4
Porcelain, china & enamelware	52	74	10
Rubber & rubber goods	70	80	8
Textiles	52	62	10
Tobacco, cigars & cigarettes	50	68	6
Miscellaneous	42	56	8
Jobbers	50	66	6

* Less briefly—Percentage of shippers indicating that store-door pick-up and delivery services are factors impelling them to use motor freight service.

† Less briefly—Percentage of shippers indicating that inconvenience of store-door pick-up or delivery is a factor limiting use of motor freight service.

The Retail Truck Code

(CONTINUED FROM PAGE 11)

truck dealers being sold out over night to the exclusive truck dealers. It would tip every prospect for a Ford, Chevrolet or Dodge truck.

I sound that note of warning to show the necessity of building a truck identification catalog. (And let me say that such a catalog would look more like a New York City telephone book than the present Guide Book.) That catalog would be placed in the hands of local executive committees and the dealer could obtain his information from this neutral body.

THE next consideration is the time depreciation scale following the one suggested in the truck manufacturers' proposed code. We discovered that a hardship had been worked on the trucks handled by Dodge, Ford and Chevrolet dealers because the depreciation scale presented an entirely too severe rate of depreciation, compared with the actual resale value of those units. However, before a satisfactory depreciation scale can be established it will be necessary to determine how much should be given the dealer as a handling charge, whether 5, 10, 15, 20 or 25 per cent.

The other consideration is this: We can't leave in the present Guide Book a ¾-ton listing and ½-ton listing, so called, and then establish on the end of that a time depreciation for trucks of higher rating because there is absolutely no interlocking of rating. You would have an absolute difference of opinion and would have two formulas working.

MY suggestion is that the provisions, covering the valuation of used commercial vehicles be taken out of the motor vehicle retailing code and replaced with a new time depreciation scale to cover all commercial vehicles.

There is a possibility, at this time, that we may have to employ two time depreciation scales for it is contended that trucks in the very heavy class with slow engines (engines that turn 1400 to 1500 r.p.m. and do virtually no speed work on the highway, move slowly and carry heavy load) have a longer life than the truck commonly sold for regular work. That is a contention and not an established fact. We are attempting now to establish the fact that it is not true.

GENERALLY, that presents to you the broad view of how we propose to go about this rather complicated job of building a truck code. Now the question is how you propose to go at it. If you all conclude that it is necessary and agree with me that a truck catalog should be built in order not to sell out passenger car dealers to the independent truck manufacturer group, that is number one. Second, we should prepare some method of handling this, and third, if you determine on a time depreciation scale, I would assure you there will not be in excess of two such scales. The change to a slower rate of depreciation will be a long ways up from a ton and a half. It will break nearer three tons.

COMMERCIAL CAR JOURNAL'S

TRUCK SPECIFICATIONS TABLE

The Commercial Car Journal's Truck Specifications Table is brought up to date in each issue from data supplied monthly by truck manufacturers

KEY TO ABBREVIATIONS AND REFERENCE MARKS

GENERAL

Chassis Price—Chassis price quoted applies to the standard wheelbase and specifications listed. All prices are F.O.B. factory.
***—List price not yet established. Ready next issue.
Tonnage Rating—Where a spread of ratings is given the maximum ratings are for ideal operating conditions and the minimum for extremely difficult conditions; the ranges between are for varying operating conditions.
Gross Vehicle Weight—Is chassis weight, plus body an t cab, plus payload. Gross vehicle weight given for a model is based on maximum recommended tire size and not on tires listed as standard equipment.
Chassis Weight Stripped—Includes gas, oil and water and all things included in chassis price. Does not include the weight of cab.
Maximum Brake H. P. at Given R.P.M.—Is actual dynamometer reading without accessories.
Tractors—Unless given the designation N (meaning not available as tractor), all standard models may be assumed to be available as tract rs.
(A) All Torque and Brake Horsepower values listed are based on engine outputs with all Standard Equipment Accessories running and are the same values obtaining with the truck on the road in actual operation.
(N) Not available as tractor.
(T) This designation accompanying a model number indicates vehicle is specifically designed for tractor use only.
c. o. e.—Cab-over-engine design.
(3) **Corbitt**—Larger engines and corresponding auxiliary units provided on all models at extra cost.
(4) **Day Elder**—Model 75—1½ ton—same specifications except price—$945, and larger tire size—B6.00/20 front and DB6.00/20 rear.
(5) **Dodge**—F-61 available as special tractor truck with 146-inch wheelbase with model designation of F-60, at $2645. K-61 available as special tractor truck with 146-inch wheelbase with model designation of K-60, at ***.
(5a) **Dodge**—Model H20, ¾-1 ton, gross vehicle weight 6,000 lb., price $502, has same specifications as H30 except tires which are 7.50/17 and lighter rear springs.
(6) **General Motors**—Models T-18 to T-61 inclusive are also available for export only as coach chassis. Double reduction axles optional at extra cost in Models T-43, T-43T, T-95 and T-51. Trailing type axles available on Model T-95 at price deduction. Optional size engines available on Models T-85, T-85H, T-95, T-110 and T-130 at varying costs. Chassis prices and weights on all cab-over-engine models include the cab.
Gramm—Larger engines and corresponding auxiliary units provided on all models at extra cost when type of service demands. Wheelbases and body mounting dimensions may change to suit special requirements. Double reduction axles available on all models except AX and BX.
Gross weight indicated for each model in the table is the straight rating.
Series CXH is supplied with Hercules JXB engine in Model CXHB and Hercules JXC in Model CXHC.
(7) **Grass Premier**—Eight cylinder engines available on following models: 835 with Lyc. GU at $1515 list; 865 with Lyc. HF at $4230; 875 with Lyc. AE at $5400.
(8) **International Harvester**—A-1, ¾ ton, same as A-2 except less spring leaves and smaller tires.
(9) **Le Moon**—Model 600 available with Lyc. AEC at same cost. Models 701 and 801 available with Waukesha 68RL at same cost.
(10) **Sterling**—Rocker arm used in place of springs
(*) **Sterling**—These models also available equipped with Cummins Model H Diesel engine.
†**Reo**—Model 1D is the longer wheelbase edition of Model 1B. The frame dimension is 7x2¾x¼. It is furnished at extra cost.
††**Reo**—2J,2K same as 2H except 166 in wheelbase and price of $1695
††**Reo**—3J same as 3H except wheelbase of 170 in. and price of $2085; 3K same as 3H except 185 in. wheelbase and price of $2155. 3M same as 3H except 205 in. wheelbase.
(11) **Studebaker**—S-2 in 141 in. and 165 in. wheelbases has 6¼ in. frame depth.
(12) **White**—Each model shown is furnished with different specifications for different tonnage ratings.
*—Factory governed speed 2400 r.p.m.
(12a) **White**—Special prices for each installation.
(13) **Marmon-Herrington**—Available with Hercules Diesel engine. Price on application.
(14) **Ford**—Rear axle ratios 5.14 and 6.6 optional on 1½-ton trucks.
(15) **Mack**—Chassis price and weight include cab.
(16) **Biederman**—Will furnish Continental, Hercules, Waukesha and Lycoming engines at the buyer's option.

MAKES—ALL

AB American Bosch.
A LaF—American La France.
AL—Auto Lite.

B—Bendix.
BB—Borg & Beck.
BL—Brown-Lipe.
BO—Bendix front, Own rear.
Blo—Blood.
Bu or Bud—Buda.
BW—Borg Warner
BWs—Bendix front, Westinghouse rear.

C or Col—Columbia.
Car—Carter.
Ch—Chicago.
CI—Ignition by compression.
Cl or Cla—Clark.
Cle—Cleveland.
Co—Covert (transmission)
Co—Covert (clutch)
Con—Continental.
Cot—Cotta Gear.
Cum—Cummins-Diesel

Det—Detroit Lubricator.
DG—Detroit Gear and Machine.
DR—Delco Remy.

Eat—Eaton.
Ei—Eisemann.
En—Governor built in engine
EV—Electro-Vac (gov.) Pierce.

Fe—Fedders.
Fu—Fuller.

Ge—Gemmer.
GO—G. & O.

Ha—Handy (governor).
Ha—Hannum (steering gear).
HaS—American Car & Fdry.
Her—Hercules.
Hr—Harrison
HS—Merchant & Evans (clutch).
HS—American Car & Fdry. (governor).

Jac—Saginaw.
Jo—Jones.
KP—Handy.

L—Lockheed.
Li—Lipe, W. C.
LN—Leece Neville.
Lo—Long.
LO—Lockheed front, Own rear
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.

Mc—McCord.
Ma—Marvel.
ME—Merchant & Evans.
MM—Mechanics Mach.
Mo—Modine (radiator).
Mo—Monarch (governor).
My—Mallory.

NE—North East.
No—Not supplied.
ns—No Standard.
O or Ow—Own.
Op or Opt—Optional.
Pe—Pierce (governor).
Pe—Perfex (radiator).
PS—Peters & Snead.
RB—Robt. Bosch.
Ro—Rockford.
Ros—Ross.
Sc—Scintilla.
Sch—Wheeler-Schebler.
Snu—Shuler.
SpB—Spicer and Blood.
Spi—Spicer.
Ste or St—Sterling.
Str—Stromberg.
Til—Tillotson.
T or Tim—Timken
TWH—Timken Wisconsin Herrington
WG—Warner Gear.
Wa—Waukesha (governor).
Wau—Waukesha.
W or Wis—Wisconsin.
Ws—Westinghouse.
Yo—Young
Zen—Zenith.

BRAKES—SERVICE

Location

2—Two Wheels, rear only.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4/6—Brakes on four rear wheels effective on all wheels through driveshaft.
T/4—Brake on transmission effective on all four wheels through driveshaft.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.
J—Jackshaft.
P—Propeller shaft.

Type

I—Internal.
X—External.

Operation

A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location

C—Center of double propeller shaft.
2—Rear wheels.
4—Four wheels.
R—Worm or bevel gearshaft.
T—Transmission.
F—Driveshaft.

Type

D—Tru-Stop disk.
I—Internal.
X—External.

BRAKE DRUMS

Material

a—Cast alloy iron.
A—American Car Fdry.
C—Centrifuse
D—Dayton.
E—Ermalite.
G—Gunite.
H—Hunt Spiller.
c—Cast iron.
p—Pressed steel
P—Pressed steel.
s—Cast steel.
(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

CLUTCH

Type

D—Multiple disk.
dp—Double plate.
O—Plate in oil.
P—Single plate

ENGINE

Valve Arrangement

F—Inlet valve in head; exhaust valve at side.
H—In head.
L—"L" head, valves at side.
T—Inlet and exhaust on opposite sides.

Camshaft Drive

C—Chain.
G—Gear.

Piston Material

A—Aluminum alloy.
B—Semi-steel.
C—Cast iron.
N—Nickel iron.
S—Aluminum alloy with strut.

Main Bearings

r—Rear main bearing.

Oiling System

CC—Pressure to main, connecting rod and camshaft bearings.
FP—Pressure to main, connecting rod camshaft bearings and piston pins.
PC—Pressure to mains and connecting rod bearings.
PG—Pump, gravity and splash.,
PS—Pressure with splash.

FRAME

Type

I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front
X—x-Braced

FUEL SYSTEM

Fuel Feed

E—Electric pump.
G—Gravity.
M—Mechanical pump.
P—Pressure.
V—Vacuum.
B—Bosch
C—Cummins

REAR AXLE

Final Drive and Type

B—Bevel.
C—Chain.
D—Dead.
F—Full-floating
2—Double Reduction.
S—Spiral bevel.
W—Worm.
w/2—Worm or Double Reduction Optional.
½—Semi-floating.
¾—Three-quarter floating.

Drive and Torque

A—Radius Rods and Torque Arm.
H—Hotchkiss. (springs)
R—Radius Rods
T—Torque Arm.
U—Torque Tube.

SPRINGS

Auxiliary Type

½—Semi-elliptic above or below main springs.
¼—Quarter elliptic.
C—Coil spring.
N—No.
O—Optional.

TIRES

B—Balloon.
DB—Dual Balloons.
P—High Pressure Pneumatics.
DP—Dual High Pressure Pneumatics
S—Solids.
DS—Dual Solids.
°—Pneumatics at extra cost.

TRANSMISSION

Location

A—Amidships.
J—Unit with jackshaft.
U—Unit with engine.

Auxiliary Location

No—Not furnished.
O2—2 speed axle unit optional at extra cost.
Op—Optional at extra cost.
A—Amidships.
R—Rear of amidships main transmission.
U—Unit with engine.

WHEELS DRIVEN

2C—Center pair of rear wheels
2R—Rear pair of rear wheels.
4F—Front and center pair of rear wheels.
4R—Four rear wheels.
6—Six wheels.

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
1	A.C.F. 160	6	6950	186	222	26000	10170	B9.75/22	B9.75/22	HaS 160	6-4¼x5½	BL 1714	U 4	Op	Tim 76730	2F	R	7.46	52.7	8x3x¼	P
2	175B	6½	8300	186	222	26000	10750	B10.50/22	B10.50/22	HaS 175	6-5x6	BL 714	U 4	Op	Tim 76730	2F	R	7.48	38.6	8x3x¼	P
3	175A	7½	8800	186	240	30000	11610	B10.50/24	B10.50/24	HaS 175	6-5x6	BL 714	U 4	Op	Tim 79730	2F	R	7.48	38.7	8x3x¼	P
4	Armleder 11H	1½–2½	1295	156	195	11500	4850	B6.50/20	DB6.50/20	Con 16C	6-3½x4⅜	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
5	21Ha	2½–4	2185	160	207	15300	5450	B8.25/20	DB8 25/20	Her WXC	6-4x4½	Fu 5A38	U 5	No	Tim	BF	H	6.06	38.5	6x3x¼	P
6	31Ha	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5A38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
7	41Ha	4½–6	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5A38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
8	61Ha	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5A38	U 5	No	Own	2F	R	7.07	49.7	8½x3x¼	P
9	71Ha	8–11	5895	152	247	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4⅝x5¼	Fu 5A53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x¼	P
10	(T) TRD	10	4150	148	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4⅜	Fu 5A53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
11	(T) TRDA	12	4350	148	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4⅝x4¾	Fu 5A53	U 5	No	Own	2F	R	7.8	56.8	7x3x¼	P
12	(T) TRDB	15	4595	148	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Fu 5A53	U 5	No	Wis	2F	R	7.8	56.8	7x3x¼	P
13	Autocar RG	2½	3000	150	192	.....	6100	P34x7	DP34x7	Own R	6-3¾x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
14	" D	3	3500	150	192	.....	6140	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own D	2F	H	6.21	39.3	8x3x¼	T
15	" DF	3½	3950	150	192	.....	7010	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
16	" DH	4	4150	150	174	.....	7350	P36x8	DP36x8	Own SD	6-4x4¾	Own T	U 4	No	Own N	2F	H	5.57	54.3	8x3x¼	T
17	" N	4	4650	191	227	.....	8275	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¼	Own D	U 5	No	Own N	2F	H	7.20	45.6	9x3x¼	T
18	" NF	5	4750	151	227	.....	8370	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
19	" S	5	5500	168	168	.....	9675	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	A 3	Own CG	2F	H	8.52	54.0	9x3x¼	T
20	" C	7½	6650	158	176	.....	11784	B10.50/24	DB10.50/24	Own SCM	6-4½x4¾	BL 734	U 4	A 3	Wis 78720	2F	H	9.92	121.	10½x3x¼	T
21	" NFS	7½	5600	208	.....	.....	10000	B10.50/20	DB10.50/20	Own SCH	6-4½x4¾	Own T	U 4	No	Own TF	2F	H	7.20	45.6	9x3x¼	T
22	" T	7½	5900	192	242	.....	9680	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own TG	2F	H	7.20	88.5	9x3x¼	T
23	" TE	8½	6300	214	228	.....	10020	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	BL 7351	U 5	No	Own CG	2F	H	7.20	87.6	10½x3x¼	T
24	(Eng. und. seat) UD	3	3500	97	145	.....	6740	P34x7	DP34x7	Own SD	6-4x4¾	Own T	U 4	No	Own H & D	2F	H	6.21	39.3	8x3x¼	T
25	" UDF	3½	3950	127	145	.....	7655	B9.00/20	DB9.00/20	Own SD	6-4x4¾	Own T	U 4	No	Own TE	2F	H	6.43	40.7	8x3x¼	T
26	" UN	4	4650	96	163	.....	8635	B9.75/20	DB9.75/20	Own SCH	6-4¼x4¾	Own D	U 5	No	Own C & N	2F	H	7.20	45.6	8x3x¼	T
27	" UNF	5	4850	128	163	.....	9200	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own D	U 5	No	Own TF	2F	H	7.20	42.1	9x3x¼	T
28	" US	5	5300	109	109	.....	9115	B9.75/22	DB9.75/22	Own SCH	6-4¼x4¾	Own T	U 4	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
29	" UT	6	5900	128	163	.....	9660	B10.50/22	DB10.50/22	Own SCM	6-4½x4¾	Own D	U 5	No	Own CG&TG	2F	H	7.20	45.6	9x3x¼	T
30	" U. TE	8½	6300	145	163	.....	10525	B9.75/22	DB9.75/22	Own SCM	6-4½x4¾	Own T	U 4	A 3	Own CG&TG	2F	H	7.20	45.6	10½x3x¼	T
31	Available W-120	1½	1245	Op	Op	11200	4000	B6 50/20	DB6.50/20	Wau BL	6-3½x4½	WG T9	U 4	No	Tim 53200	SF	H	6.6	42.2	10x2½x¼	TX
32	W-170	2½	1620	Op	Op	13400	4700	B7.50/20	DB7.50/20	Wau BL	6-3½x4½	WG T9	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x¼	TX
33	W-210	2½	1720	Op	Op	13400	4800	B7.50/20	DB7.50/20	Wau BK	6-3½x4½	BL 234	U 4	No	Tim 54300	SF	R	6.8	43.5	10x2½x¼	TX
34	W240	3	1975	Op	Op	16300	5400	B8.25/20	DB8.25/20	Wau BK	6-3¾x4¼	BL 234	U 4	No	Tim 56200	SF	R	7.4	47.4	12x2½x¼	TX
35	W300	4	2750	Op	Op	20700	7000	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5A-380	U 5	No	Tim 58205	SF	R	7.8	54.	12x2½x¼	TX
36	W400	5	3750	Op	Op	25500	8200	B9.75/20	DB9.75/20	Wau 6-125	6-4⅜x5½	Fu 5A-530	U 5	No	Tim 65720H	WF	R	8.5	55.6	14x3x¼	TX
37	Biederman 10	1½	895	130	157	6000	2800	B6 .00/20	B6.00/20	Con 25A (16)	6-3¾x4	War	U 4	No	Cla B373	BF	R	5.10	31.6	7x3x¼	T
38	20	1½	1195	157	170	8400	3200	B6.00/20	DB6.00/20	Wau 6BL(16)	6-3½x4½	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x¼	T
39	30	2	1280	157	170	11400	4100	B7.00/20	DB7.00/20	Wau 6BL(16)	6-3½x4½	War	U 4	No	Cla B373	BF	R	6.37	39.4	7x3x¼	T
40	40	2½	1795	180	200	16000	5400	B8.25/20	DB8.25/20	Wau 6BK(16)	6-3½x4½	Cla	U 5	No	Cla B613	BF	R	6.37	45.0	7½x3x¼	T
41	50	3	2400	180	200	20000	6450	B9.00/20	DB9.00/20	Wau 6BK(16)	6-3½x4½	Cla	U 5	No	Cla B805	BF	R	6.42	46.7	7½x3x¼	T
42	60	3	3150	180	210	20000	6820	B9.00/20	DB9.00/20	Lyc A5E (16)	6-3½x4½	BL	U 5	No	Cla B805	BF	R	6.42	46.7	8x3x¼	T
43	70	3½	3600	157	191	24000	7530	B9.75/20	DB9.75/20	HerWXC3(16)	6-4½x4½	BL	U 5	No	Wis 1237	2F	R	8.00	58.7	8x3x¼	T
44	80	5	4200	187	210	28000	8500	B10.50/20	DB10.50/20	Her RXB (16)	6-4½x5¼	Ful	U 5	No	Wis 1737	2F	R	8.94	65.1	10x3x¼	T
45	Brockway 80	1½–2	1185	149	168	10500	4035	B6.50/20	DB6.50/20	Con 26B	6-3¾x4	Wa T9	U 4	No	Tim 53200H	SF	H	5.66	36.2	7x2½x1½	T
46	90	2–2½	1485	149	186	12500	4480	B7.00/20	DB7.00/20	Con 28B	6-3¾x4⅝	Wa T9	U 4	No	Tim 54300H	SF	H	5.83	37.4	7x2½x1½	T
47	100	2–3	1800	168	200	15000	5125	B7.50/20	DB7.50/20	Con 28B	6-3½x4⅜	Fu	U 5	No	Tim 54300H	SF	H	5.83	46.0	7x2½x1½	T
48	120	2–3	2090	156	188	15000	5800	B7.50/20	DB7.50/20	Con 30B	6-4x4½	BL 314	U 4	No	Tim 54300H	SF	H	5.83	38.5	7½x3x¼	T
49	140	2½–3½	2690	156	200	17500	6385	B8.25/20	DB8.25/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 4916L	2F	R	6.66	43.5	7½x3x¼	T
50	150	2½–3½	2540	188	200	18500	6245	B8.25/20	DB8.25/20	Con 32B	6-4¼x4½	Fu 5A38	U 5	Op	Tim 56200H	SF	R	5.71	35.0	7½x3x¼	T
51	141	3–4	3175	170	200	19500	7450	B9.00/20	DB9.00/20	Con 30B	6-4x4½	BL 314	U 4	Op	Wis 70000L	2F	R	7.0	46.2	8x3x¼	T
52	160	3½–4	3175	188	200	21000	7500	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5A38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
53	170	3–4	3450	170	212	19500	7700	B9.00/20	DB9.00/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 70000L	2F	R	5.78	44.5	8x3x¼	T
54	175	3–4	3850	170	224	24000	7900	B9.00/20	DB9.00/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 70000L	2F	R	5.78	44.5	8x3x¼	T
55	195	5	4000	170	224	24000	8540	B9.75/20	DB9.75/20	Con 33B	6-4½x4¾	BL 5352	U 5	Op	Wis 1337BH	2F	R	5.63	43.4	8½x3x¼	T
56	220	7½	4700	170	224	28000	8980	B10.50/20	DB10.50/20	Con 34B	6-4⅝x4¾	BL 5352	U 5	Op	Wis 1737KH	2F	R	5.75	44.3	8½x3x¼	T
57	260	7½–10	5850	212	240	30000	9585	B10.50/22	DB10.50/22	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8½x3x⅝	T
58	260S	10	6200	212	240	34000	10075	B10.50/24	DB10.50/24	Con 35B	6-4½x5¼	Fu MHU	U 4	Op	Wis 1737KH	2F	R	8.05	50.7	8½x3x⅝	B
59	V-1200	15	10500	156	240	60000	12400	B11.25/22	DB11.25/22	A La F V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
60	PC-15-SD	2–3	1950	168	200	15000	4985	B7.50/20	DB7.50/20	Con 28B	6-3½x4⅝	Fu 5A38	U 5	Op	Tim 54300H	SF	H	5.83	46.0	7½x2½x1½	T
61	PC-22-SD	3½–4	3200	188	200	22000	7080	B9.00/20	DB9.00/20	Con 32B	6-4¼x4½	Fu 5A38	U 5	Op	Tim 58205H	SF	R	6.14	48.5	8x3x¼	T
62	PC-22-SP	3–4	4200	170	212	22000	7640	B9.00/20	DB9.00/20	Con 33B	6-4¼x4½	BL 5352	U 5	Op	Tim 58205	SF	R	6.14	47.3	8x3x¼	T
63	PC-22-DR	3–4	4200	170	212	22000	7540	B9.00/20	DB9.00/20	Con 33B	6-4¼x4½	BL 5352	U 5	Op	Wis 72000	2F	R	5.78	44.5	8x3x¼	T
64	PC-34-SP	5	5000	188	224	24000	8150	B9.75/20	DB9.75/20	Con 34B	6-4⅜x4¼	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x¼	T
65	PC-34-SD	5	4900	188	224	24000	8125	B9.75/20	DB9.75/20	Con 33B	6-4¼x4½	BL 5352	U 5	Op	Wis 1337BW	2F	R	5.63	43.4	8½x3x¼	T
66	PC-68-SD	7½	5250	188	224	28000	8500	B9.75/20	DB9.75/20	Con 34B	6-4⅜x4¼	BL 5352	U 5	Op	Wis 1737KW	2F	R	5.75	44.3	8½x3x¼	T
67	PC-34-SPX	7½	5350	200	224	28000	8600	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5A53	U 5	Op	Wis 1337BW	2F	R	5.63	45.4	8½x3x¼	T
68	PC-68-SPX	10	5950	212	224	34000	9585	B9.75/20	DB9.75/20	Con 35B	6-4½x5¼	Fu 5A53	U 5	Op	Wis 1737KW	2F	R	6.38	51.5	8½x3x⅝	T
69	PC-68-VSD	15	10500	200	240	60000	12250	B10.50/20	DB10.50/20	A LaF V12	12-4x5	BL 7351	U 5	Op	Wis 1910W	2F	R	7.95	49.8	10x3x¼	T
70	Chevrolet Comm'l	½	365	112	112	4400	2110	B5.50/17	B5.50/17	Own	6-3⅛x4	Own	U 3	No	Own	S½	U	4.11	12.4	5¼x2¼x⅜	C
71	Utility	1½	515	131	131	9300	2995	P30x5	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2¼x⅜	C
72	Utility	1½	545	157	157	9300	3100	P30x5	P32x6	Own	6-3⅛x4	Own	U 4	No	Own	S½	U	5.43	39.2	7x2¼x⅜	C
73	Corbitt (3) 8B4	1½	985	134	134	8500	3200	B6.00/20	P32x6	Con W10	4-3⅞x4¼	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x1¼	P
74	8B6	1½	1080	136	136	8500	3275	B6.00/20	P32x6	Con 25A	6-3½x4	Ow 8T	U 4	No	Own 8R	SF	H	5.4	38.4	5½x3x1¼	P
75	10B6	1½–2	1310	171	191	.....	3950	B6.50/20	DB6.50/20	Con 25A	6-3½x4	BL 214	U 4	No	Tim 53200H	SF	H	Op	Op	5½x3½x1¼	T
76	9B6	1½–2½	2185	152	183	.....	4200	P32x6	DP32x6	Con 20C	6-3¾x4⅝	BL 224	U 4	No	Tim 54200H	SF	H	5.57	27.8	7x3½x¼	T
77	12B6	2–3	3060	163	220	.....	4870	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
78	12W6	2–3	2950	165	220	.....	4910	B7.50/20	DB7.50/20	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 64800H	WF	H	Opt	Opt	7x3½x¼	T
79	15B6	2½–3½	3740	174	220	.....	5870	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
80	15W6	2½–3½	3850	183	224	.....	6160	P34x7	DP34x7	Con E601	6-3⅞x4½	BL 334	U 4	No	Tim 65200H	w/2F	H	Opt	Opt	7x3½x¼	T
81	18	2½–4	4400	178	230	.....	8100	P36x8	DP36x8	Con E602	6-4¼x4½	BL 334	U 4	No	Tim 65720H	w/2F	H	Opt	Opt	8x3½x¼	T
82	24	3½–5	5115	195	230	.....	9200	B9.75/20	DB9.75/20	Con E603	6-4¼x4½	BL 60	A 7	No	Tim66720H	w/2F	H	Opt	Opt	8x3½x¼	T
83	33	5–7½	6160	195	230	.....	10000	P40x10	DP40x10	Con 21R	6-4⅜x4⅜	BL 60 Max	A 7	No	Tim68720TW	w/2F	H	Opt	Opt	8x3x¼	T
84	(T) 10B6T	3–5	1650	(3)	(3)	.....	3950	B6.50/20	DB6.50/20	Con 20C	6-3⅜x4⅜	BL 224	U 4	No	Tim 53200H	SF	H	Opt	Opt	5¾x3½x1¼	T
85	(T) 9B6T	4–6	2600	(3)	(3)	.....	4200	B7.50/20	DB7.50/20	Con E601	6-4¼x4½	BL 334	U 4	No	Tim 54200H	SF	H	Opt	Opt	7x3½x¼	T
86	(T) 12BT6	4–7	3465	(3)	(3)	.....	4870	B8.25/20	DB8.25/20	Con E602	6-4¼x4½	BL 335	U 4	No	Tim 56200H	SF	H	Opt	Opt	7x3½x¼	T
87	(T) 15B6T	5–8	4875	(3)	(3)	.....	5870	B9.00/20	DB9.00/20	Con 21R	6-4⅝x4¾	BL 335	U 5	No	Tim 58200H	SF	H	Opt	Opt	7x3½x¼	T
88	(T) 18D6T	8–10	5500	(3)	(3)	.....	8100	B9.75/20	DB9.75/20	Con 22R	6-4½x5¼	BL 5351	U 5	No	Tim 75733H	2F	H	Opt	Opt	8x3½x¼	T
89	(T) 24D6T	10–15	6500	(3)	(3)	.....	9200	B10.50/20	DB10.50/20	Con 16H	6-4¾x5¼	d4 7212	U 4	U3	Tim 66720W	2F	H	Opt	Opt	8x3x¼	T
90	Day-Elder (4) 75	1½	945	135	156	8500	3700	B6.00/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3¼x1¼	C
91	85	2	1195	135	168	8500	4000	B6.00/20	B6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	5½x3¼x1¼	C
92	110	2½	1495	156	186	11500	4800	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	7x3¼x1¼	C
93	130	3	1995	157	199	13000	6200	B7.50/20	DB7.50/20	Her WXC	6-4x4½	BL 334	U 4	No	Tim 56200H	BF	H	6.17	37.9	7x3¼x1¼	C
94	160	3½	2445	165	204	17500	6400	B7.50/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58200H	BF	H	6.14	41.9	9x3½x1¼	C
95	200	4	2895	165	204	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 65720H	WF	R	7.75	47.6	9x3½x1¼	C
96	240	5–7	3995	162	234	28500	9500	B10.50/20	DB10.50/20	Her RXC	6-4⅝x5½	BL 534	U 4	No	Tim 66720H	WF	R	7.60	52.1	10x3¾x¼	C
97	Diamond T 211SF	1½	595	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B364	S½	H	5.4	34.6	7x2¼x½	P
98	211FF	1½	615	135	158	8500	3250	B5.50/20	B6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B373E	SF	H	Opt	Opt	7x2¼x½	P
99	226	1½	725	135	158	10000	3500	B6.00/20	DB6.00/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	7x2¼x½	P
100	241	1¾	825	137	179	10000	3500	B6.00/20	P32x6	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B410	SF	H	Opt	Opt	8x3x½	T
101	311	2	1025	155	179	12000	4200	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x½	T
102	261	2	975	155	179	11000	4000	B6.50/20	DB6.50/20	Her JXA	6-3⅜x4¼	WG T9	U 4	No	Cla B613	SF	H	Opt	Opt	8x3x½	T
103	351	2½	1325	155	179	14000	4700	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No	Cla B642	SF	H	Opt	Opt	8x3x½	T
104	326B	2½	1225	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Cla B642	SF	H	Opt	Opt	8x3x½	T
105	326DR	2½	1395	155	179	13000	4600	B7.00/20	DB7.00/20	Her JXB	6-3⅜x4¼	WG T9	U 4	No	Wis 4916L	2F	H	Opt	Opt	8x3x½	T
106	410A	3	1795	160	194	15000	5400	B7.50/20	DB7.50/20	Her WXC	6-4x4½	Cla R909	U 5	No	Cla B642	SF	H	Opt	Opt	6½x3x¼	T
107	376	3	1695	155	179	15000	5000	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	Cla R103	U 5	No	Wis 4916L	2F	H	Opt	Opt	8x3x½	T
108	510	4	2095	168	201	18000	6400	B7.00/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No	Tim 58205H	SF	H	Opt	Opt	6½x3x¼	T
109	425	4	2395	160	194	18000	6200	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Cla R909	U 5	No	Wis 70000	2F	R	Opt	Opt	6½x3x¼	P
110	603A	5	3300	169	230	20000	8100	B9.00/20	DB9.00/20	Her YXC	6-4⅝x4¾	BL5351	U 5	Op	Wis 1337H	2F	R	Opt	Opt	6½x3x¼	P
111	525	5	2695	168	201	20000	7200	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Cla R909	U 5	No	Wis 1337H	2F	R	Opt	Opt	6½x3x¼	P
112	740	5–6	3900	178	232	22000	8500	B9.75/20	DB9.75/20	Her RXB	6-4½x5¼	BL5351	U 5	Op	Wis 1337H	2F	R	Opt	Opt	7½x3½x⅜	P
113	750	5–7	4600	178	232	28000	10000	B9.75/22	DB9.75/22	Her RXC	6-4⅝x5¼	Co 8A5	A 5	Op	Wis 1737 KW	2F	R	Opt	Opt	7½x3½x⅜	P
114	750H	5–7	4200	178	232	28000	10000	B9.75/20	DB9.75/20	Her RXC	6-4⅝x5¼	Co 8A5	A 5	Op	Wis 1737H	2F	R	Opt	Opt	7½x3½x⅜	P
115	1515	7½	6800	171	Op	36000	12000	B10.50/24	DB10.50/24	Her HXB	6-5x6	BL 744	A 4	A 3	Wis 79730	2F	R	Opt	Opt	9x3½x¼	P
116	Differential E-131	2½	3200	160	160	18100	5100	B9.00/20	DB9.00/20	Lyc ASD	6-3¾x4⅛	BL 314	U 4	No	Tim 58200	BF	H	7.8	51.4	12x2½x¼	P
117	Dodge Bros. HC	Com'l	340	111	111	.....	1775	B5.25/17	B5.25/17	Own	6-3½x4⅛	Own	U 3	No	Own	S½	H	4.37	12.2	5x2x⅜	X
118	KC	Com'l	395	111	111	.....	1775	B5.27/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5x2x⅜	X
119	HCL	Com'l	365	119	119	.....	1805	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.37	12.2	5½x2¼x½	X
120	KCL	Com'l	420	119	119	.....	1805	B5.25/17	B5.25/17	Own	6-3½x4⅜	Own	U 3	No	Own	S½	H	4.11	11.5	5½x2¼x½	X
121	H20	¾–1	502	131	131	6075	2667	B7.00/20	B7.00/20	Own	6-3½x4⅜	Own	U 4	No	Own	SF	H	5.85	37.4	6½x2¼x½	C
122	K20	¾	560	131	..	5500	2559	B6.00/20	P32x6	Own	6-3½x4⅜	Own	U 4	No	Own	SF	H	4.87	31.2	6½x2¼x½	C
123	(Cont.) K-20X	1	560	131	..	6075	2612	B6.00/20	P32x6	Own	6-3½x4¾	Own	U 4	No	Own	SF	H	4.87	31.2	6½x2¼x½	C

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Feed	Electrical: Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes, Service: Make, Location Type, Operation	Lining Area	Drum Material	Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Springs: Front	Rear	Auxiliary Type
1	468	4.4	322	43.3	120–2200	H	C	A	4–2¾	10⅜	CC	Ha	Zen	V	DR	DR	P.BL	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
2	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	720	A	CD	172	102	33½	42x3	56x4	½
3	707	4.4	500	60.	175–2200	H	C	A	7–3¼	14⅞	CC	Ha	Zen	M	DR	DR	dp.Lo	Lo	Spi	Tim 27451	Ros	O4IA	816	A	CD	172	102	33½	42x3	56x4	½
4	248	5.0	150	27.3	65–2600	L	G	C	7–2⅜	10⅜	FP	No	Str	M	DR	DR	D.BL	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
5	339	4.7	225	38.4	73–2200	L	G	C	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
6	339	4.7	225	38.4	73-2200	L	G	C	7–2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	62⅝x2½	N
7	339	4.7	225	38.4	73–2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	62⅝x2½	N
8	360	4.7	238	40.3	80–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TX	106	Opt	31½	41x2½	62⅝x2½	N
9	529	4.4	355	51.2	115–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	41x2½	62⅝x3	N
10	428	4.4	280	45.9	93–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93 3/16	Opt	31½	41x2½	62⅝x3	N
11	478	4.4	318	51.2	103–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 3/16	Opt	31½	41x2½	62⅝x3	N
12	529	4.4	355	51.2	115–2200	L	G	C	7–3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	93 3/16	Opt	31½	41x2½	62⅝x3	N
13	314	5.2	213	33.7	75–2400	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 31000	Ros	LO4ID V	450	c	2I	88⅜	60⅜	34⅛	40x2½	54x3	½
14	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 33000	Ros	LO4ID V	450	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
15	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4ID V	519	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
16	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4ID V	519	c	2I	88⅜	60⅜	34⅛	42½x3	54x3	½
17	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4ID V	519	c	FD	188⅛	102¼	34⅛	42x3	53x3	½
18	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4ID V	519	c	FD	89¾	61¾	34⅛	42¼x3	53½x4	½
19	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4ID V	543	c	FD	161⅝	82¼	34⅛	41⅞x3	53½x4	½
20	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	LO4ID V	660	c	FD	115⅞	71½	34¼	41⅜x3	54⅜x4	½
21	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	LN	dp.Lo	GO	Spi	Tim26450	Ros	BO41Mv	580	c	FD	210	119¼	34⅛	42¼x3	53½x4	½
22	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	c	FD	162⅞	102¾	34⅛	41⅜x3	54⅜x4	½
23	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	O4IA	543	c	FD	244⅞	127½	34¼	42½x3	54⅜x4	½
24	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4I DV	450	c	2I	134	72¼	34	41¼x3	53x3	½
25	358	5.2	240	38.4	84–2500	L	G	C	7–3	12⅝	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 35000	Ros	LO4I DV	519	c	2I	176	102¼	34	41⅜x3	53x3	½
26	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4I DV	543	c	FD	116	71¼	34	41⅜x3	53x3	½
27	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4I DV	543	c	FD	176	103¼	34	41⅜x3	53x3	½
28	404	5.1	271	43.4	94–2500	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 26450	Ros	LO4I DV	543	c	FD	134	84¼	34	41⅜x3	53½x4	½
29	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	c	FD	158	103¼	34	41⅜x3	53½x4	½
30	453	5.1	309	48.6	101–2400	L	G	C	7–3	14½	FP	Ow	Str	M	DR	DR	dp.Lo	GO	Spi	Tim 27450	Ros	O4IA	599	c	FD	242	120¼	34	41⅜x3	53½x4	½
31	245	5.1	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 30000H	Ros	L4IH	269	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
32	245	5.1	165	29.4	73–3000	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.Lo	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
33	282	5.1	188	33.8	85–3200	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 31000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2¼	58x2½	N
34	282	5.1	188	33.8	85–3200	L	G	A	7–2⅝	10¼	FP	Wa	Zen	M	DR	DR	P.BL	Ch	Blo	Tim 33000H	Ros	L4IH	330	a	TX	Opt	Opt	32	42½x2½	58x3	N
35	358	5.1	254	38.4	110–2800	F	G	A	7–2 11/16	12½	FP	Wa	Ma	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IH	376	a	TD	Opt	Opt	32	42½x2½	58x3	N
36	462	5.0	324	45.9	125–2600	F	G	A	7–3	13⅞	FP	Wa	Str	M	DR	DR	P.BB	Ch	Blo	Tim 35000H	Ros	L4IHV	462	E	FD	Opt	Opt	32	42½x2½	58x3	N
37	215	5.0	142	27.3	72–3000	L	G	A	4–2⅜	6⅜	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F212	Ros	L4IH	312	G	TX	89	54	34	47x2¼	60x2½	N
38	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
39	245	5.2	162	29.4	75–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	312	G	TX	144	82	32	47x2½	60x2½	N
40	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	458	G	PX	172	105	32	47x2½	60x3	N
41	282	5.2	190	33.8	84–2800	L	G	A	7–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F304	Ros	L4IH	490	G	PX	172	105	32	47x2½	60x3	N
42	298	5.2	194	33.8	86–2800	L	G	A	4–2⅝	10¼	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Cla F318	Ros	L4IH	490	G	PX	170	105	32	47x2½	60x3	N
43	361	5.0	240	44.0	98–2500	L	G	A	7–2⅝	12 11/16	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 35120	Ros	Ws4IA	616	G	PX	110	76	34	47x2½	60x3	N
44	500	5.0	330	48.6	110–2200	L	G	A	7–3	12⅝	CC	Mo	Zen	M	DR	DR	P.BB	Pe	MM	Tim 26450	Ros	Ws4IA	616	G	PX	154	103	34	47x2½	60x3	N
45	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 4007	Ros	L4IH	248	G	TX	111	65	34	37x2¼	52x2½	½
46	248	4.9	170	27.3	78–3100	L	C	C	7–2⅜	10 3/16	CC	No	Zen	M	AL	AL	P.BB	GO	Spi	Col 5500A8	Ros	L4IH	365	G	CD	111	65	34	37x2¼	52x2½	½
47	248	4.9	170	27.3	78–3100	L	C	C	7–2⅜	10 3/16	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IH	365	G	CD	141	84	34	37x2¼	52x2½	½
48	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13 3/16	CC	No	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IH	365	G	CD	108	69	34	40x2½	54x2½	½
49	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	108	69	34	40x2½	54x3	½
50	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A7	Ros	L4IHV	365	G	CD	168	101	34	40x2½	54x3	½
51	311	4.2	196	38.4	73–2400	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
52	360	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
53	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
54	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	407	G	CD	142	83	34	40x2½	54x3	½
55	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15682B11	Ros	L4IHV	500	G	CD	142	83	34⅛	40x2½	54x3	½
56	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	142	83	34⅛	40x2½	54x3	½
57	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	L4IHV	550	G	CD	210	125	34¼	40x2½	54x3	½
58	501	4.3	350	48.6	125–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15692B12	Ros	Lw4IDV	600	G	CD	210	125	34¼	40x2½	54x3	½
59	753	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452 A1	Ros	Ws4IA	558	G	CD	108	68	32	40x3	54x3½	½
60	248	4.9	170	27.3	78–3100	L	C	C	7–2⅜	10 3/16	CC	No	Zen	M	AL	AL	P.Li	GO	Spi	Col 5500A9	Ros	L4IHV	365	G	CD	141	84	34	37x2¼	54x2½	½
61	361	4.5	240	40.8	90–2500	L	G	N	7–2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15582B13	Ros	L4IHV	407	G	CD	168	101	34	40x2½	54x3	½
62	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
63	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	500	G	CD	142	83	34	40x2½	54x3	½
64	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34	40x2½	54x3	½
65	381	4.4	276	40.8	106–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34⅛	40x2½	54x3	½
66	427	4.2	308	45.9	118–2600	H	C	N	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.BL	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	168	101	34⅛	40x2½	54x3	½
67	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13 3/16	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	192	113	34⅛	40x2½	54x3	½
68	501	4.3	364	48.6	135–2200	H	C	A	7–2¾	13⅞	CC	KP	Zen	M	AL	AL	D.Fu	GO	Spi	Shu 15693B12	Ros	Ws4IA	550	G	CD	210	125	34¼	40x2½	54x3	½
69	754	5.1	505	76.4	240–2800	H	C	A	4–3½	9¼	FP	ALaF	Zen	V	DR	DR	dp.BL	GO	Spi	Tim 27452A1	Ros	Ws4IA	558	G	CD	180	112	32	40x3	54x3½	½
70	207	5.45	147	26.3	60-3000	H	G	C	3–2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	170	p	4I	66½	32½	...	36x1¾	54x1¾	N
71	207	5.45	147	26.3	60-3000	H	G	C	3–2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	86⅜	51½	36	36x1¾	45x2½	N
72	207	5.45	147	26.3	60-3000	H	G	C	3–2⅛	5 11/16	PG	No	Car	M	DR	DR	P.Ow	Hr	Own	Own	Own	O4IM	205	p	4I	112⅜	77½	36	36x1¾	45x2½	N
73	200	4.7	125	24.0	49–2800	L	C	A	3–2⅛	5⅞	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	53	34	38x2¼	50x2½	N
74	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BB	Pe	Spi	Own 8F	Ros	L4IH	268	p	TX	96	55	34	38x2¼	50x2½	N
75	214	4.9	142	27.3	72–3200	L	C	A	4–2⅜	6⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IH	287	p	TX	Opt	Opt	34	38x2¼	50x2½	½
76	248	5.0	160	27.3	78–3200	L	C	C	7–2⅜	10 3/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	327	a	TX	Opt	Opt	34	38x2¼	54x3	½
77	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
78	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	345	a	TX	134	82	34	40x2½	54x3	½
79	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	88	34	40x2½	54x3	½
80	318	4.5	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	660	a	TD	144	97	34	40x2½	54x3	½
81	360	4.4	240	40.8	90–2500	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	132	92	34	40x2½	54x3	½
82	383	4.5	236	43.3	95–2500	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 26450H	Ros	T4IHV	876	a	TD	162	109	34	46x3	60x3½	½
83	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim27450TW	Ros	T4IA	921	a	TD	162	109	34	46x3	56x4	½
84	248	5.0	160	27.3	78–3200	L	C	C	7–2⅜	10 3/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30020H	Ros	L4IHV	380	p	TX	(3)	(3)	34	38x2¼	50x2½	½
85	318	4.6	200	36.0	80–2700	L	C	C	7–2⅝	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IHV	452	a	TX	(3)	(3)	34	38x2¼	54x3	½
86	360	4.4	240	40.8	90–2500	L	C	C	7–2¾	11 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	578	a	TD	(3)	(3)	34	40x2½	54x3	½
87	428	4.6	308	45.9	118–2600	H	C	C	7–2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	660	a	TD	(3)	(3)	34	40x2½	54x3	½
88	500	4.5	340	48.6	138–2500	H	C	A	7–2¾	13 3/16	FP	No	Zen	M	DR	DR	D.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	768	a	TD	(3)	(3)	34	40x2½	54x3	½
89	611	4.5	384	54.1	127–2300	L	G	A	7–3	13 11/16	FP	No	Zen	M	DR	DR	dp.BL	Pe	Spi	Tim 26450W	Ros	Ws4IA	921	a	TD	(3)	(3)	34	46x3	60x3½	½
90	228	4.4	142	27.3	59–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L4IH	269	a	XF	106½	58½	34	40x2¼	54x2½	½
91	263	4.4	164	31.5	68–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	269	a	XF	104½	56½	34	40x2¼	54x2½	½
92	282	4.4	176	33.7	73–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	282	a	XF	130½	78½	33½	40x2¼	54x3	½
93	339	4.7	234	38.4	94–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	353	a	DF	121	70	33½	40x2¼	54x3	½
94	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	395	a	DF	131	79½	34	42x2½	56x3	½
95	383	4.7	265	43.3	106–2800	L	G	C	7–2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IH	484	a	DF	131	79½	34	42x2½	56x3	½
96	529	4.4	350	51.3	114–2200	L	G	A	7–3	12½	PC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L4IH	692	a	DF	132	78	33	46x3	60x4	½
97	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	224	a	TX	93	51½	34	42x2	50x2½	½
98	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
99	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	93	51½	34	42x2	50x2½	½
100	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB.	Mo	Spi	Cla F212	Ros	L4IH	252	a	TX	96	54	34	42x2½	53x2½	½
101	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB.	Mo	Spi	Cla F308	Ros	L4IH	350	a	TX	126	72	34	42x2½	53x2½	½
102	228	5.0	148	27.3	63–2800	L	G	C	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F212	Ros	L4IH	335	a	TX	126	72	34	42x2½	53x2½	½
103	282	5.35	176	33.7	73–2800	L	G	A	7–2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
104	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
105	263	5.4	164	31.5	68–2800	L	G	A	7–2½	10 11/16	PC	No	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x2½	½
106	339	5.0	232	38.4	103–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB.	GO	Spi	Cla F308	Ros	L4IHV	350	a	TD	117	74⅛	34	45½x2½	56x3	½
107	282	5.3	176	33.7	73–2800	L	G	A	7–2½	10 11/16	PC	Ha	Zen	M	AL	AL	P.BB	Mo	Spi	Cla F308	Ros	L4IH	350	a	TD	126	72	34	42x2½	53x3	½
108	339	5.0	232	38.4	103–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Shu 15582B	Ros	L4IHV	408	a	TD	114	71⅛	34	45½x2½	56x3	½
109	339	5.0	232	38.4	103–2800	L	G	A	7–2⅝	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Cla F308	Ros	L4IHV	408	a	TD	117	74⅛	34	45½x2½	56x3	½
110	428	4.4	280	45.9	93–2200	L	G	C	7–3	14	PC	Ha	Zen	M	AL	AL	P.BL	GO	Spi	Shu 15582B	Ros	L4IHV	499	a	TD	120	79½	34	45½x2½	56x3	½
111	384	5.0	258	43.3	107–2800	L	G	A	7–2¾	13¼	PC	Ha	Zen	M	AL	AL	P.BB	GO	Spi	Shu 15582B	Ros	L4IHV	499	a	TD	120	74½	34	45½x2½	56x3	½
112	501	4.4	330	48.6	110–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 15682B	Ros	L4IHV	499	a	TD	138	89¼	34	46x3	56x3	½
113	529	4.4	350	51.3	114–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678–28	Ros	Ws 4IA	552	a	TD	138	89¼	34	46x3	56x3½	½
114	529	4.4	350	51.3	114–2200	L	G	C	7–3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	Spi	Shu 678–28	Ros	L4IHV	...	a	TD	138	89¼	34	46x3	56x3	½
115	707	...	455	60.0	148–2000	L	G	C	7–3½	17	PC	Ha	Zen	M	AL	AL	D.BL	GO	Spi	Shu 678–28	Ros	Ws 41A	...	a	TD	Opt	Opt	34	46x3	56x4	½
116	299	4.9	198	33.7	85–2800	L	G	C	4–2⅝	9⅛	PC	Mo	Til	M	AL	AL	D.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	120	77¼	34	42x2¼	50x3	½
117	190	5.5	130	23.4	70–3600	L	C	A	4–2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	52½	25 1/16	44 1/32	36x1½	53½x1½	N
118	201	5.8	136	23.4	70–3000	L	C	A	4–2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	111	c	TX	52½	25 1/16	44 1/32	36x1½	53½x1½	N
119	201	5.5	130	23.4	70–3600	L	C	S	4–2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	107	c	TX	60 11/32	33 1/32	44 1/32	36x1½	53½x1½	N
120	201	5.8	136	23.4	70–3000	L	C	A	4–2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	111	c	TX	60 11/32	33 1/32	44 1/32	36x1½	53½x1½	N
121	201	5.0	132	23.4	62–3000	L	C	S	4–2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/16	46 1/16	33 11/16	36x1¾	48x2¼	N
122	217	5.6	150	25.3	70–3000	L	C	S	4–2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/16	46 1/16	33 11/16	36x1¾	48x2¼	N
123	217	5.6	150	25.3	70–3000	L	C	S	4–2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 11/16	46 1/16	33 11/16	36x1¾	48x2¼	N

Line Number	MAKE AND MODEL	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS — ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	Type
1	Dodge Bros.	1	895	140	...	7800	2710	B7.00/20	B7.00/20	Own	6–3¾x4½	Own	U 5	No	Own	SF	H	5.66	40.0	8¼ x 2½ x ¼	C
2	(Concluded)	1½–2	490	131	157	8400	2612	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	No	Own	SF	H	5.85	37.4	6½ x 2½ x ¼	C
3		K30 1½–2	560	131	...	8400	2667	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	Op	Own	SF	H	4.87	31.2	6½ x 2½ x ¼	C
4		KD-30 1½–2	560	136	161	8400	2612	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	Op	Own	SF	H	4.87	31.2	6½ x 2½ x ¼	C
5		K32 1½–2	560	136	161	10500	2885	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2 ¼ x ¼	C
6		KD32 1½–3	560	136	161	10500	2858	B6.00/20	P32x6	Own	6–3¼x4¾	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2 ¼ x ¼	C
7		KS32 1½–3	610	136	161	10500	2866	B6.00/20	P32x6	Own	6–3½x4½	Own	U 4	Op	Own	SF	H	5.66	36.2	7x2 ¼ x ¼	C
8		H33 1½–3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6–3¼x4½	Own	U 4	No	Own	SF	H	6.37	40.8	8 x 2½ x ¼	C
9		H35 1½–4	895	140	169	12500	3580	B6.50/20	DB6.50/20	Own	6–3½x4½	Own	U 5	Op	Own	SF	H	6.33	44.7	8 x 2½ x ¼	C
10		H43 2–3	795	136	165	11000	3350	B7.00/20	DB7.00/20	Own	6–3¼x4¾	Own	U 5	No	Own	SF	H	6.37	46.0	8 x 2½ x ¼	C
11		K45 2–4	895	140	169	12500	3675	B7.00/20	DB7.00/20	Own	6–3¼x4½	Own	U 5	Op	Own	SF	H	6.33	44.7	8 x 2½ x ¼	C
12		F40 2–4	1995	150	190	16000	5173	B6.50/20	DB6.50/20	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9 x 3¼ x ¼	C
13		K50 2–5	1995	150	190	19000	5344	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	6.37	43.7	9 x 3¼ x ¼	C
14		(5) F-61 3–5½	2575	170	195	20000	5789	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼ x ¼	C
15		(5) K-71 3–6	2575	170	195	22000	5789	P32x6	DP32x6	Own	6–3¾x5	Own	U 4	Op	Own	SF	H	7.12	48.8	10x3¼ x ¼	C
16		G-80 4–8	5250	146	220	25000	7640	B9.75/20	DB9.75/20	Own	8–3¼x5	Own	U 5	Op	Own	SF	H	7.71	62.7	10 x 3½ x ¼	C
17	Duplex	S 3	***	160	Op	15000	6000	B8.25/20	DB8.25/20	Bud K325	6–3¾x4¼	BL 2352	U 5	No	Tim 65200	WF	H	6.75	36.2	6x3¼x¼	C
18		SAC 4	***	172	Op	18000	7400	B9.75/20	DB9.75/20	Bud K428	6–4½x4¼	BL 3353	U 5	No	Tim 75733	WF	R	8.50	81.0	7x3½x¼	C
19		K 5	***	172	Op	21000	8000	B10.50/20	DB10.50/20	Bud L525	6–4½x5½	BL 5351	U 5	No	Tim 76733	w2F	R	Opt	Opt	8x3¼x¼	C
20		M 5–7	***	168	Op	28000	10000	P34x7	DS36x7	Bud GL6	6–4½x6	BL 70	A 7	No	Tim 68700	WF	R	Opt	Opt	9½x3½x½	C
21	Esco	234 2–2½	2860	165	205	15000	5900	B7.50/20	DB7.50/20	Con E603	6–4¼x4½	Cl 105R	U 5	No	Cla B642	BF	H	5.75	40.7	6x3¼x¼	C
22	Fageol	102 1½–2½	1350	148	172	11200	4000	B6.00/20	DB6.00/20	Wau ZK	6–3¾x4½	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3¼	C
23		106BK 1½–2½	1700	161	192	11200	5300	B6.50/20	DB6.50/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.2	6x3¼	C
24		106RA 1½–2½	1825	161	195	12700	5400	B6.50/20	DB6.50/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3¼	C
25		135HP 2–3	2250	161	195	13400	5800	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	L	6.8	43.6	6x3¼	C
26		135RA 2–3	2400	161	195	15000	6000	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 56200H	BF	H	7.4	47.4	6x3¼	C
27		135SC 2–3	2150	161	210	14700	5100	B7.50/20	DB7.50/20	Wau 6-90	6–3¾x4¾	BL 234	U 4	No	Tim 54200H	BF	H	6.8	43.6	6x3¼	C
28		135BK 2–3	2050	161	195	13400	5700	B7.50/20	DB7.50/20	Wau 6BK	6–3¾x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.3	6x3¼	C
29		250HP 2½–4	3000	178	196	16300	7200	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3¼	T
30		250MS 2½–4	2700	178	196	16300	6875	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3¼	T
31		250MK 2½–4	2750	178	196	16300	6900	B8.25/20	DB8.25/20	Wau 6MK	6–4½x4¾	BL 334	U 4	No	Tim 56200H	BF	H	7.4	45.4	8x3¼	T
32		250RA 2½–4	3150	178	196	19500	7400	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3¼	T
33		250SC 2½–4	2925	178	230	17500	6900	B8.25/20	DB8.25/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 56200H	BF	H	7.4	53.9	8x3¼	T
34		300HP 3–5	3500	178	196	20700	7900	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 58200H	BF	H	7.8	56.8	8x3¼	T
35		300RA 3–5	3775	178	196	25300	8400	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	BL 524	U 4	No	Tim 65725H	WF	H	7.8	56.8	8x3¼	T
36		370HP 5–6	5000	182	200	25300	9950	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x½	C
37		370SR 5–6	4850	182	200	25300	9750	B9.75/20	DB9.75/20	Wau 6SRK	6–4½x5½	BL 734	U 4	A 3	Tim 65725H	WF	R	5.7	120.	7½x3½x½	C
38		370RA 5–6	5250	182	200	31000	10200	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x½	C
39		470HP 6–7	5500	182	200	33500	10350	B9.75/20	DB9.75/20	Wau 6-125	6–4½x5½	BL 734	U 4	A 3	Tim66720DH	WF	R	5.5	116.	7½x3½x½	C
40	Federal	DM ...	975	120	120	8000	3050	B6.00/20	P32x6	Con W10	4–3¼x4¼	WG T9	U 4	No	Cla B374	SF	H	5.67	38.2	6x2¾x¼	D
41		15 1½	745	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3¾x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2½x½	T
42		15X 1½	645	137	174	10000	3500	B6.00/20	P32x6	Her JXA	6–3¾x4¼	WG T9	U 4	No	Cla B374	SF	H	6.38	40.8	8½x2½x½	T
43		18X 2	845	137	187	11000	3800	P6.50/20	DB6.50/20	Her JXA	6–3¾x4¼	WG T9	U 4	No	Cla B484	SF	H	6.88	44.0	8½x2½x½	T
44		20 2	1065	137	187	12000	3900	B6.50/20	DB6.50/20	Her JXB	6–3¾x4¼	WG T9	U 4	No	Tim 54300H	SF	H	6.80	43.5	8½x2½x½	T
45		25 2½	1325	137	201	14000	4500	B7.00/20	DB7.00/20	Her JXC	6–3¾x4¼	Cla R115	U 5	No	Cla B640	SF	H	6.38	45.2	8½x2½x½	T
46		T3W 2½	1595	148	185	14000	5110	P32x6	P36x8	Wau V	4–4x5	Own 7754	A 4	No	Tim 64603H	W½	R	7.25	36.3	6x3½x¼	C
47		T3WFA 2½–3	1795	148	185	16000	5400	P32x6	DP32x6	Wau V	4–4x5	Own 7754	A 4	No	Tim 65001H	WF	R	8.75	43.8	6x3½x¼	C
48		30 2½–3	2095	175	237	16000	6050	B8.25/20	DB8.25/20	Wau 6MS	6–3¾x4¾	Cla R114	U 5	No	Cla B642	SF	H	6.43	45.5	10x3½x¼	T
49		40 3½–4	2490	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Tim 58200H	SF	H	6.83	55.5	10x3½x¼	T
50		40DR 3½–4	2615	175	237	19000	6550	B9.00/20	DB9.00/20	Wau 6MK	6–4¼x4¾	Cla R908	U 5	No	Tim 75200H	2F	H	7.0	56.9	10x3½x¼	T
51		T10B 3½–4	2550	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 58200H	SF	R	6.83	44.5	7½x3½x¼	C
52		T10DR-T10W 3½–4	2685	165	230	19000	6550	P34x7	DP34x7	Con 18R	6–4x4½	Own 7784	A 4	No	Tim 65200H	w2F	R	6.75	44.0	7½x3½x¼	C
53		A600T 3–3½	2045	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6–3½x4½	Own 7784	A 4	No	Tim 58000H	SF	H	7.8	50.8	6x3½x¼	P
54		A600TDR-A600TW 3–3½	2180	157	206	17000	6100	B8.25/20	DB8.25/20	Con E601	6–3½x4½	Own 7784	A 4	No	Tim 65001H	w/2F	H	7.5	48.9	6x3½x¼	P
55		U6-U6DR 4½–5	3860	165	230	22000	7420	P36x8	DP36x8	Con 20R	6–4¼x4¾	Cla B 710	A 5	No	Tim 65706H	w/2F	R	7.75	50.4	7½x3½x¼	C
56		C7-C7W 6	4710	195	249	26000	9550	B9.75/20	DB9.75/20	Wau 6SRK	6–4½x5½	Cla B 710	A 5	No	Tim 76736H	w/2F	R	7.89	51.3	7½x3½x½	P
57		C8-C8W 6	5120	195	249	26000	9650	B9.75/20	DB9.75/20	Wau 6SRK	6–4½x5½	Cla B 710	A 5	No	Tim 76736W	w/2F	R	7.89	51.3	7½x3½x½	P
58		X8DR-X8 7½	4335	162	186	30000	9750	S36x6	S40x14	Con B7	4–5x6	Cla B 710	A 5	No	Tim 68700DP	w/2F	R	11 7	76.0	9½x3½x½	C
59		X8RDR-X8R 7½	4735	162	186	30000	10475	P40x8	DP40x8	Wau 6SRK	6–4½x5½	Cla B 710	A 5	No	Tim 68702DP	w/2F	R	11.7	76.0	9½x3½x½	C
60	Ford	Truck (14) 1½	470	131	131	...	2770	B6.00/20	P32x6	Own	4–3¼x4¼	Own	U 4	No	Own	SF	U	6.6	42.2	7x2¾x¼	C
61		Truck (14) 1½	490	157	157	...	2880	B6.00/20	P32x6	Own	4–3¼x4¼	Own	U 4	No	Own	SF	U	6.6	42.2	7x2¾x¼	C
62		Truck (14) 1½	500	131	131	...	2858	B6.00/20	P32x6	Own	4–3¼x4¼	Own	U 4	No	Own	SF	U	6.60	42.2	7x2¾x¼	C
63		Truck (14) 1½	520	157	157	...	2968	B6.00/20	P32x6	Own	8–3⅛x3¾	Own	U 4	No	Own	SF	U	6.60	42.2	7x2¾x¼	C
64		Comm. 3950Lb.	360	112	112	...	1730	B5.50/17	B5 50/17	Own	8–3⅛x3¾	Own	U 3	No	Own	S¼	U	4.11	11.5	6x1¼x.105	C
65	General Mot.	T-16 1½–2	595	131	157	9300	3105	P30x5	P32x6	Own 213	6–3⅛x4¼	Own	U 4	No	Own	SF	H	5.67	40.9	7x2½x¼	L
66		T-18 2–3	675	140	164	10500	3265	P30x5	P32x6	Own 221	6–3⅛x4¾	Own	U 4	No	Own	SF	H	5.67	37.3	7⅛x2¾x¼	T
67		T-23 2–3	795	140	164	11000	3480	B6.50/20	DB6.50/20	Own 221	6–3⅛x4¾	Own	U 4	No	Own	SF	H	5.67	37.3	7⅛x2¾x¼	T
68		T-33L 2–3	1160	142	184	12500	4320	B6.50/20	DB6.50/20	Own 221	6–3⅛x4¾	Own	U 4	No	Own	SF	H	5.63	37.0	8x3¼	T
69		T-33 3–3½	1395	142	184	14000	4470	P32x6	DP32x6	Own 257	6–3⅛x4¾	Own	U 4	No	Own	SF	H	5.63	35.5	8x3¼	T
70		T-43 3½–4½	1595	142	184	16000	4955	P32x6	DP32x6	Own 257	6–3⅛x4½	Own	U 4	No	Own	SF	H	6.57	41.4	8x3¼	T
71		(T) T-43T 7–9	1995	145	169	29200	5255	P32x6	DP32x6	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	8x3¼	T
72		T-51 4–5½	2480	155	200	19000	6090	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x½	TL
73		T-51 4–5½	2480	155	200	19000	6110	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x½	TL
74		T-51 4–5½	2775	145	193	20000	6960	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	SF	R	6.57	40.6	9x3½x½	L
75		T-51W 5–6½	2700	154	200	22000	7110	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x½	TL
76		T-51W 5–6½	2895	145	193	23000	7815	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	WF	R	8.50	52.5	9x3½x½	L
77		T-51H 5–6½	2800	154	200	22000	7010	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	No	Own	2F	R	8.50	52.5	9x3½x½	TL
78		T-51H 5–6½	3095	145	193	23000	7745	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 4	Op	Own	2F	R	8.50	52.5	9x3½x½	L
79		T-61 5–6½	3710	154	200	22000	7380	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x½	TL
80		T-61 5–6½	3710	154	200	22000	7510	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U 5	Op	Own	WF	R	8.50	56.4	9x3½x½	TL
81		T-61 5–6½	4095	145	193	23000	8390	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U 5	Op	Own	2F	R	8.64	57.3	9x3½x½	L
82		T-83 5–7½	4205	155	201	25000	7990	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U 5	Op	Own	WF	R	9.00	59.7	9x3½x½	TL
83		T-83 5–7½	4985	145	193	26000	8740	B9.00/20	DB9.00/20	Own 400	6–4¼x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9 x 3½ x ½	L
84		T-84 7–9	5260	145	193	30000	8890	B9.75/20	DB9.75/20	Own 450	6–4¾x5	Own	U 5	Op	Own	2F	R	8.50	56.4	9 x 3½ x ½	L
85		T-84SX 7½	5175	204	204	25000	9850	B10.50/20	DB10.50/20	Own 400	6–4¼x5	Own	U 4	No	Own	2F	R	10.1	64.2	9 x 4x ¼	L
86		T-85 6–8	5600	171	204	30000	10630	B9.75/20	DB9.75/20	Own 525	6–4½x5½	Own	U 4	Op	Own	2F	R	8.50	53.3	9 x 4x ¼	L
87		T-85H 8–9½	6195	171	204	34000	11060	B9.75/20	DB9.75/20	Own 525	6–4½x5½	Own	U 4	Op	Own	2F	R	9.30	58.3	9 x 4x ¼	L
88		T-110 10–12	8110	171	204	40000	12800	B10.50/24	DB10.50/24	Own 616	6–4½x5½	Own	U 4	A 3	Own	2F	R	9.30	116.	9 x 4x ¼	L
89		(c.o.e.) T-73 3–3½	2995	94	142	15000	6805	P34x7	DP34x7	Own 257	6–3⅛x4½	Own	U 5	No	Own	SF	H	5.63	34.6	8x3½x¼	L
90		(c.o.e.) T-73H 3½–4½	3150	94	142	18000	6940	P34x7	DP34x7	Own 257	6–3⅛x4⅝	Own	U 5	No	Own	SF	H	6.57	40.4	8x3¼	T
91		(c.o.e.) T-74 3½–4½	3695	94	142	18000	7540	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 5	No	Own	3F	H	6.57	43.5	8x3¼	T
92		(c.o.e.) T-74H 4–5½	4150	94	142	21000	8285	P34x7	DP34x7	Own 331	6–3¾x5	Own	U 5	No	Own	2F	H	8.50	56.3	8x3¼	L
93		(c.o.e.) T-75 5–6½	5490	106	160	24000	9655	B9.75/20	DB9.75/20	Own 400	6–4¼x5	Own	U 5	No	Own	2F	R	8.64	57.3	9x4x¼	L
94		(c.o.e.) T-75T 10–13	5340	94	94	24000	9050	B9.75/20	DB9.75/20	Own 400	6–4¼x5	Own	U 5	No	Own	2F	R	8.64	57.2	9 x 4x ¼	L
95		(c.o.e.) T-75H 5–7½	6010	106	160	27000	10195	B9.75/20	DB9.75/20	Own 400	6–4¼x5	Own	U 5	No	Own	2F	R	8.50	56.4	9 x 4x ¼	L
96		(c.o.e.) T-78 7–9	6160	106	160	30000	10595	B10.50/22	DB10.50/22	Own 450	6–4¾x5	Own	U 5	No	Own	2F	R	8.50	56.4	9x3½x	L
97		(c.o.e.) T-78T 13–17	5950	94	94	30000	10000	B10.50/22	DB10.50/22	Own 450	6–4¾x5	Own	U 5	No	Own	2F	R	8.50	56.3	9x3½x	L
98	Jramm	AX4 1–1½	795	131	180	10000	3350	B6.00/20	B6.50/20	Con W10	4–3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	C
99		AX6 1–1½	895	131	180	10000	3550	B6.00/20	B6.50/20	Con 25A	6–3¾x4	WG T9	U 4	No	Tim 53200H	BF	H	5.66	36.3	7x2¾x¼	C
100		BX4 1½–2	895	131	210	11200	3525	B6.00/20	DB6.00/20	Con W10	4–3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	CL
101		BX6 1½–2	995	131	210	11200	3725	B6.00/20	DB6.00/20	Con 25A	6–3¾x4	WG T9	U 4	No	Tim 53200H	BF	H	6.2	39.6	7x2¾x¼	L
102		BXF 1½–2	1495	131	210	11200	4000	B6.00/20	DB6.00/20	Lyc A8D	6–3¾x4½	BL 314	U 4	No	Tim 53200H	BF	H	5.6	37	7x2¾x¼	L
103		B 1½	1295	140	196	12000	4150	B6.50/20	DB6.50/20	Lyc 48L	6–3¾x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.83	37.1	7x2½x¼	L
104		BF 2–3	1695	140	210	12000	4300	B6.50/20	DB6.50/20	Lyc A8D	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	C
105		CX4 2–3	1095	131	210	13400	3950	B6.50/20	DB6.50/20	C n W20	4–4¼x4¼	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
106		CX6 2–3	1295	131	210	13400	4150	B6.50/20	DB6.50/20	Con 20C	6–3¾x4½	WG T9	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
107		C 2–3	1795	160	224	14000	4820	B7.00/20	DB7.00/20	Lyc A8	6–3¾x4½	BL 314	U 4	No	Tim 54200 H	BF	H	5.8	37.1	7x2½x¼	C
108		CXH 2–3	1345	131	210	13400	4300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 234	U 4	No	Tim 54200H	BF	H	5.8	37.0	10x2¾x¼	B
109		CF 2–3½	1895	160	224	14000	4900	B7.50/20	DB7.50/20	Lyc A8D	6–3¾x4½	BL 314	U 4	No	Tim 54200H	BF	H	5.8	37.1	7x2½x¼	C
110		CXF 2–3½	2395	160	224	14000	5100	B7.50/20	DB7.50/20	Con 20R	6–4¼x4¼	BL 554	U 4	No	Tim 54200H	BF	H	5.8	41.1	7x2½x¼	C
111		DF 2½–4	1995	160	224	17000	5100	B7.50/20	DB7.50/20	Lyc A8D	6–3¾x4½	BL 314	U 4	No	Tim 56200H	BF	H	6.1	39.0	7x2½x¼	C
112		DP 2½–4	2695	160	260	17000	5300	B7.50/20	DB7.50/20	Con 21R	6–4¼x4¼	BL 554	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	C
113		EX 3–4	2295	160	224	16300	5200	B8.25/20	DB8.25/20	Con E601	6–3¾x4½	BL 324	U 4	No	Tim 56200H	BF	H	6.1	43.5	7x2½x¼	C
114		E330 3–4½	2595	160	224	20700	5950	B8.25/20	DB8.25/20	Lyc T8	6–3½x5	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
115		ED 3–4½	3995	160	224	20700	6100	B8.25/20	DB8.25/20	Cum Die	4–4¼x6	BL 554	U 4	No	Tim 58200H	BF	H	5.5	35.6	12x2½x¼	P
116		EY190 3	3595	190	190	16000	6750	B7.50/20	DB7.50/20	Con 20R	6–4½x4¾	Co Rus4	U 4	No	Tim 58200H	BF	H	4.5	29.1	8¾x3¼x¼	L
117		GY 4	4345	190	210	18000	7700	B8.25/20	DB8.25/20	Con 21R	6–4½x4¾	Co Rus	U 4	No	Wis 69317H	2F	H	4.3	27.9	8¾x3¼x¼	L
118		G 4–6	3695	150	225	24000	7950	B9.00/20	DB9.00/20	Con 21R	6–4½x4¾	BL 554	U 4	No	Wis 1237H	2F	H	6.8	49.0	12x2½x¼	P
119		GF 4–6	5500	150	225	24000	9050	B9.75/20	B9.75/20	Her HXC	6–5¼x6	BL 744	U 4	No	Wis 1237H	2F	H	4.29	15.8	12x2½x¼	P
120		GW 5–7½	5175	157	240	28000	9500	B9.00/20	DB9.00/20	Con 21R	6–4½x4¾	BL 554	U 4	No	Wis 1627KW	2F	H	6.3	41.0	7½x3x¼	L
121		GWD 5–7½	6495	157	240	30000	10000	B10.50/20	D10.50/20	Cum H Die	6–4¼x6	BL 735	U 5	No	Wis 1737KW	2F	H	5.75	21.2	12x3x¼	P
122		HY 5	6595	210	236	22000	10100	B9.00/20	DB9.00/20	Con 16H	6–4¾x5¼	Fu HU16	U 4	No	Wis12527KW	2F	H	4.0	25.2	8¾x3¼x¼	L

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	Length	Oiling System Type	Governor Make	FUEL SYST.: Carburetors Make	Fuel Feed	ELECTRICAL: Ignition System Make	Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	Lining Area	Drum Material	Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	SPRINGS: Front	Rear	Auxiliary Type
1	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 3/16	55 3/16	34	39x2	48x2½	N
2	201	5.0	132	23.4	62-3000	L	C	S	4-2¼	5	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 15/16	46 1/16	33 13/16	36x1¾	48x2¼	N
3	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	94 15/16	46 1/16	33 13/16	36x1¾	48x2¼	N
4	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	99 15/16	51 1/16	34	36x1¾	48x2¼	N
5	217	5.6	150	25.3	70-3000	L	C	S	4-2½	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	99 15/16	51 1/16	34	36x1¾	48x2¼	N
6	201	5.8	136	23.4	70-3000	L	C	A	4-2¼	5 11/16	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	99 15/16	51 1/16	34	36x1¾	48x2¼	N
7	242	5 4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	176	a	TX	99 15/16	51 1/16	34	36x1¾	48x2¼	N
8	217	5.1	148	25.3	77-3200	L	C	S	4-2¼	5.34	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	230	a	TX	87⅛	51⅛	37 11/16	39x2	48x2½	½
9	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 3/16	55 3/16	34	39x2	48x2½	½
10	217	5.1	148	25.3	77-3200	L	C	S	4-2¼	5.34	CC	Ha	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	230	a	TX	87⅛	51⅛	37 11/16	39x2	48x2½	½
11	242	5.4	170	27.3	85-3200	L	C	A	4-2½	6¼	CC	MoHa	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O4IH	232	a	TX	91 3/16	55 3/16	34	39x2	48x2½	½
12	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124 11/16	69¾	33 13/16	42x3	56⅛x3½	½
13	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	348	a	CD	124 11/16	69¾	33 13/16	42x3	56⅛x3½	½
14	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¾	34	42x3	56x3½	½
15	309	4.7	200	31.5	98-3000	L	G	S	7-2⅝	11¾	CC	Mo	Det	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	416	a	CD	149 11/16	89¾	34	42x3	56x3½	½
16	385	5.0	260	39.2	115-3000	L	G	S	9-2¾	13	CC	Mo	Str	M	DR	DR	P.BB	Lo	Own	Own	Jac	O4IH	600	a	CD	99 15/16	65 11/16	34 1/16	42x3	56x3½	½
17	330	4.5	213	33.7	61-2100	L	G	C	7-3r	9⅞	FP	No	Str	P	AL	AL	D.BL	Mo	Cle	Shu 5510	Ros	L4IHV	665	a	TD	Opt	80	34	39x2½	50x2½	N
18	428	4.5	280	45.9	102-2400	L	G	C	7-3r	9⅞	FP	No	Str	P	AL	AL	D.BL	Yo	Cle	Shu 5550	Ros	L4IHV	775	a	TD	Opt	80	34	39x2½	52x3	½
19	525	4.5	348	48.6	111-2200	L	G	C	7-3	11½	FP	Mo	Str	P	AL	AL	D.BL	Yo	Cle	Shu 637	Ros	L4IHV	855	a	TD	Opt	80	34	39½x3	52x3½	½
20	572	4.5	358	48.6	105-2200	L	G	C	4-3	10 1/16	FP	Mo	Str	V	AL	AL	D.BL	Mo	Cle	Shu 655	Ros	T2IA	495	a	....	Opt	89	38⅛	42x3	56x4	N
21	382	4.6	250	43.3	95-2500	L	G	N	7-2⅝	12 11/16	CC	Ha	Zen	M	DR	DR	P.BB	Yo	Spi	Cla F308	Ros	L4IHV	350	a	TX	136¾	82	34	40½x3	55½x3	½
22	222	4.9	142	27.3	62-2800	L	G	A	4-2⅜	6⅛	FP	No	Zen	M	DR	DR	P.Lo	Pe	Blo	Tim 30010H	Ros	L4IH	257	G	TX	132	77¾	34	32¾x2	50x2½	½
23	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	PC	Blo	Tim 30000H	Ros	L4IH	272	G	TX	144	81½	34	37x2½	56x3	½
24	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	PC	Blo	Tim 30000H	Ros	L4IH	272	G	TX	144	81½	34	37x2½	56x3	½
25	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
26	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	355	G	TX	144	81½	34	37x2½	56x3	½
27	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
28	282	5.1	190	33.7	82-2800	L	G	A	7-2⅝	10¼	FP	No	Zen	M	DR	DR	P.Lo	PC	Blo	Tim 31000H	Ros	L4IH	306	G	TX	144	81½	34	37x2½	56x3	½
29	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	FD	167⅛	97⅛	34	41x2½	56x3	½
30	315	4.6	200	33.7	70-2200	L	G	A	7-2⅝	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
31	381	4.4	240	40.8	82-2200	L	G	A	7-2⅝	12½	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	355	G	TX	167⅛	97⅛	34	41x2½	56x3	½
32	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 33020H	Ros	L4IHV	398	G	FD	167⅛	97⅛	34	41x2½	56x3	½
33	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	355	G	FD	168⅛	97⅛	34	41x2½	56x3	½
34	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	398	G	FD	167⅛	97⅛	34	41x2½	60⅝x3½	½
35	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	484	G	FD	167⅛	97⅛	34	41x2½	60⅝x3½	½
36	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	484	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
37	517	4.5	340	51.3	108-2000	L	G	A	7-3	13⅞	FP	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	484	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
38	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35000H	Ros	L4IHV	663	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
39	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450H	Ros	L4IHV	717	G	FD	172 1/16	101⅝	33½	41x3	60⅝x3½	½
40	200	4.7	126	24.0	50-2700	L	C	A	3-2⅛	5⅞	CC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F212	Ge	L4IH	200	a	TX	......	......	34	38½x2¼	50x2½	N
41	228	4.7	149	27.3	62-2600	L	G	C	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
42	228	4.7	149	27.3	62-2600	L	G	A	7-2½	10 11/16	PC	No	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	250	a	TX	101	51⅛	34	38x2½	50x2½	N
43	228	4.7	149	27.3	62-2600	L	G	A	7-2½	10 11/16	PC	No	Car	M	DR	DR	P.BB	Lo	Spi	Cla F274	Ge	L4IH	260	a	TX	101	51⅛	34	38x2½	50x2½	½
44	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L4IH	336	a	TX	101	51⅛	34	38x2½	50x2½	½
45	282	5.4	176	33.7	72-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Cla F308	Ge	L4IH	336	a	TD	101	51⅛	34	38x2½	50x3	½
46	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IH	337	a	TI	119	71	34	38x2½	52x3	½
47	251	4.1	162	25.6	50-2000	L	G	C	3-2⅜	7½	CC	Wa	Zen	V	DR	DR	P.BB	Lo	PS	Own 7720	Ros	L4IHV	379	a	TI	119	71	34	38x2½	52x3	½
48	315	5.0	200	33.8	73-2500	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ge	L4IHV	336	a	FD	115	82	34	42x2½	52x3	½
49	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
50	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L4IHV	379	a	FD	115	82	34	42x2½	52x3	½
51	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
52	339	4.2	212	38.4	80-2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	PS	Own 7738	Ros	L4IHV	379	a	TI	117	79	34	42x2½	54x3	½
53	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
54	318	4.6	202	36.0	80-2500	L	G	C	7-2⅝	12 11/16	CC	KP	Zen	M	DR	DR	P.BB	Lo	PS	Cla F318	Ros	L4IHV	379	a	TI	113	71	34	40x2¼	52x3	½
55	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13 1/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7720	Ros	L4IHV	465	a	TD	117	79	34	42x2½	54x3	½
56	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020H	Ha	L4IHV	486	a	TD	162	102	34	42x3	56x3½	½
57	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	Spi	Tim 36020W	Ha	W4IA	613	a	TD	162	102	34	42x3	56x3½	½
58	471	3.7	288	40.0	61-1350	L	G	C	3-2⅝	10¾	FP	Pe	Zen	V	AB	DR	P.BB	Lo	PS	Own 5008	Ge	T2IMV	568	a	RI	151	87	38	44x3	56x3½	½
59	517	4.6	330	51.3	110-2200	L	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Lo	PS	Own 5008	Ros	T2IMV	458	a	RI	151	87	38	44x3	56x3½	½
60	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	94¾	51¼	38	33x2¼	50x2½	O
61	200	4.6	128	24.0	50-2800	L	G	A	3-2	7	PS	Ha	Zen	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	120 1/16	76 11/16	38	33x2¼	50x2½	O
62	220	5.5	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	109⅝	51 1/16	38	33x2¼	50x2½	O
63	220	5.5	148	30.0	81-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Lo	Ow	Spi	Own	Own	O4IM	344	a	2I	145⅝	76 11/16	38	33x2¼	50x2½	O
64	220	5.5	148	30.0	85-3800	L	G	A	3-2	5 11/16	PS	Mo	Str	P	Ow	Ow	P.Ow	Ow	Spi	Own	Own	O4IM	186	a	4I	......	31⅞	43	44⅝x2¼	44⅝x2¼	N
65	213	5.7	147	26.3	70-3300	L	C	B	4-2 11/16	6 7/16	FP	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	206	Pc	4I	86⅜	51½	36	36x1¾	45x2½	O
66	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	O4IM	206	C	2I	106⅞	60	36	36x1¾	45x2½	½
67	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	OB4IM	256	C	TX	106⅞	60	36	36x1¾	45x2½	½
68	221	4.6	155	24.3	69-2800	H	G	B	4-2⅜	7 11/16	PC	Op	Zen	M	DR	DR	P.Ow	Hr	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2	50x3	½
69	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	337	a	TX	107	60	34	38x2½	50x3	½
70	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	415	a	TX	107	60	34	38x2½	50x3	½
71	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IM	415	a	TX	104	60	34	38x2½	50x3	½
72	331	4 4	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	379	a	TX	125	70	34 1/16	40x3	50x3	½
73	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	70	34 1/16	40x3	50x3	½
74	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	72	34	40x3	50x3	½
75	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	69¼	34 1/16	40x3	54x3	½
76	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	72	34	40x3	54x3	½
77	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	69¼	34 1/16	40x3	54x3	½
78	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	72	34	40x3	54x3	½
79	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	a	TX	125	69¼	34 1/16	40x3	54x3	½
80	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	69¼	34 1/16	40x3	54x3	½
81	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	125	72	34	50x3	54x3	½
82	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	Ws4IA	618	a	TX	125	70	34 1/16	40x3	54x3	½
83	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	618	a	TX	125	72	34	50x3½	54x3	½
84	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	618	a	TX	125	72	34	50x3½	54x3	½
85	400	4.6	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	210	117	34 1/16	50x3½	54x3	½
86	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	½
87	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	594	a	TX	137	82	34 1/16	50x3½	54x3	N
88	616	4.5	450	57.0	149-2100	H	C	A	7-2¾	14 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IA	638	a	TX	137	82	34 1/16	50x3½	....	½
89	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	418	a	TX	125	72	34⅛	50x3	50x3	½
90	257	4.5	185	28.3	76-2500	H	G	B	4-2⅜	7 11/16	PC	Ha	Zen	M	DR	DR	dp.Ow	Ha	Spi	Own	Jac	B4IMV	449	a	TX	112	72	34⅛	50x3	50x3	½
91	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	449	A	TX	119	72	34⅛	50x3	50x3	½
92	331	4.7	230	33.7	94-2500	H	G	A	4-2½	8 11/16	PC	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B4IMV	518	A	TX	112	72	34⅛	50x3	50x3	½
93	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	557	a	TX	119	84	34⅛	50x3½	54x3	½
94	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	B4IMV	518	A	TX	107	72	34⅛	50x3	54x3	½
95	400	4.7	296	40.9	110-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	618	A	TX	119	84	34⅛	50x3½	54x3	½
96	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	618	a	TX	119	84	34⅛	50x3½	54x3	½
97	450	4.7	340	46.7	120-2300	H	G	A	4-2.7	8 11/16	FP	Ha	Str	M	DR	DR	P.Ow	Lo	Spi	Own	Jac	Ws4IA	579	A	TX	107	72	34⅛	50x3	54x3	½
98	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
99	214	5.3	142	27.4	71-3200	L	C	A	4-2⅜	6⅜	FP	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81½	51¾	34	36x2¼	45x2½	½
100	200	4.7	121	24.0	50-2800	L	C	A	3-2⅛	5⅞	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
101	214	5.3	142	27.3	71-3200	L	C	A	4-2⅜	6⅜	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
102	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 30000	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
103	224	4.7	146	25.3	61-2900	L	G	C	4-2⅜	8 1/16	PC	Mo	Zen	V	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
104	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	94	60⅜	34	40x2¼	50x2½	½
105	227	4.7	142	27.2	55-2400	L	G	C	3-2⅛	5⅞	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	269	p	FD	81	51¾	34	36x2¼	45x2½	½
106	248	5.0	136	27.3	70-3000	L	C	C	7-2⅜	10	FP	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	81	51¾	34	36x2¼	45x2½	½
107	278	4.7	182	31.5	85-3300	L	G	A	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
108	282	5.4	176	33.7	73-2800	L	G	C	7-2½	10 11/16	PC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000H	Ros	L4IH	260	P	FD	81	51¾	34	36x2¼	45x2½	½
109	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	P	No	Til	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
110	380	4.7	238	40.8	88-2400	H	C	C	7-2¾	13 1/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 31000	Ros	L4IH	260	p	FD	120	77¼	34	42x2¼	56x3	½
111	299	4.9	198	33.7	85-2800	L	G	C	4-2⅝	9⅛	PC	Mo	Til	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
112	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	No	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	56x3	½
113	318	4.5	203	36.	80-2700	L	G	C	7-2⅝	12 11/16	CC	Mo	Zen	M	AL	AL	P.BL	Pe	Blo	Tim 33000H	Ros	L4IHV	330	a	FD	120	77¼	34	42x2¼	50x3	½
114	353	4.8	245	36.2	98-2700	L	G	C	4-2¾	10	PC	Mo	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 33000H	Ros	L4IHV	375	a	FD	127	74¼	34	42x2¼	56x3	½
115	448	17.	280	38.0	83-1800	H	G	N	5-3¼	12	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	127	74¼	34	42x2½	56x3	½
116	380	4.7	238	40.8	88-2400	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	156	90	41⅛	44x2½	60x3	½
117	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.Jo	Pe	Blo	Tim 33000	Ros	L4IHV	375	a	FD	176 1/16	119 1/16	41⅛	44x2½	60x3	½
118	428	4.6	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
119	779	4.5	505	66.2	143-1600	L	G	H	7-3½	17	PC	No	Til	M	AL	AL	D.BL	Pe	Blo	Tim 35000	Ros	L4IHV	466	a	FD	98	67	34	42x2½	52x3	½
120	428	4.1	268	45.9	100-2200	H	C	C	7-2¾	13 1/16	PC	Mo	Zen	M	AL	AL	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅛	36	46x3	58x3½	½
121	672	17.	440	57 0	125-1800	H	G	N	7-3¼	16½	P	En	No	M	CI	LN	D.BL	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	128⅛	73⅛	36	46x3	58x3½	½
122	611	4.1	382	54.1	127-2300	L	G	A	7-3	13 11/16	PC	Pe	Zen	M	AL	AL	D.Fu	Pe	Blo	Tim 27450	Ros	Ws4IA	576	a	FD	198⅛	141⅛	41⅛	41x3	60x4	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS									FRAME	
										ENGINE		TRANSMISSION		REAR AXLE						
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	GEAR RATIOS In High	GEAR RATIOS In Low	Side Rail Dimensions	Type
1	G.-P.	(7) 635	2–3	1445	154	160	15000	3650	B7.00/20	DB7.00/20	Lyc SB	6-3⅝x4½	Fu MKU	U 4	No	Tim 53200H	SF	H	6.3	42.9	9x⅞x3	TL
2		645	2½–3½	2425	154	175	18000	5775	B8.25/20	DB8.25/20	Wa 6-90-255	6-3⅝x4¾	Fu 5A380	U 5	No	Tim 58200H	SF	H	6.5	47.8	10x3½x⅞	TL
3		(7) 665	3½–5	4170	162	179	20000	7600	B9.00/20	DB9.00/20	Wa6-110-358	6-4x4¾	Fu 5A380	U 5	No	Wis 70000L	2F	R	8.0	56.0	12x3½x⅞	TL
4		(7) 675	5–7	5445	162	179	25000	9450	B9.75/20	DB9.75/20	Wa6-125-462	6-4⅝x5½	Fu 5A530	U 5	No	Wis 1337H	2F	R	8.6	61.0	14x3½x⅞	TL
5	Hendrickson	158	2½	2600	Op	Op	15000	6000	B8.25/20	DB8.25/20	Wau 6-90	6-3⅜x4¾	Fu 5A38	U 5	No	Tim 54200H	SF	H	Opt	Opt	8x3x⅞	C
6		198	3	3100	Op	Op	19000	6500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5A38	U 5	No	Tim 58200H	SF	H	Opt	Opt	8x3x⅞	P
7		248	4	3600	Op	Op	24000	8200	B9.75/20	DB9.75/20	Wau 6-110	6-4x4¾	Fu 5A38	U 5	No	Tim 75733H	w/2	R	Opt	Opt	8x3x⅞	P
8		328	5	4200	Op	Op	32000	10600	B9.75/20	DB9.75/20	Wau 125	6-4⅜x5½	Fu 5A53	U 5	No	Tim 76733H	w/2	R	Opt	Opt	8x3x⅞	P
9	Hug	19	1½	1500	118	118	12600	5800	B7.50/20	DB7.50/20	Wau 6BL	6-3½x4¼	Cla B312	U 4	No	Cla B642	SF	H	7.16	47.0	8x2½x¼	T
10		23	2	1785	146	191	12310	5510	B7.00/20	DB7.00/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B611	SF	H	5.66	36.0	8x3x¼	T
11		235	2½	2175	146	201	15350	5660	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B642	SF	H	6.42	40.8	8x3x¼	T
12		245	3	2175	146	201	15600	6400	B8.25/20	DB8.25/20	Bud H298	6-3¾x4½	Fu MLU	U 4	No	Cla B805	SF	H	6.37	40.5	8x3x¼	T
13		418	3	5070	158	158	18165	6500	B8.25/20	B12.75/20	Bud K428	6-4⅜x4¾	Fu MRUAY	U 4	A 3	Wis 1237H	2F	H	8.95	119	8x3x¼	T
14		42K	3	2393	146	201	16500	7300	B9.00/20	DB9.00/20	Bud K369	6-4⅛x4¾	BL 51-5	U 5	No	Cla B805	SF	H	7.12	42.0	8x3x¼	T
15		70	3	3435	122	122	19500	7535	B9.00/20	DB9.00/20	Bud K369	6-4⅛x4¾	Fu 5A380	U 5	No	Wis 70000Q	2F	H	9.14	64.0	6x3x¼	T
16		87K	3½	4300	128	128	22400	7600	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	Fu MHOG	A 8	No	Wis 1237Q	2F	H	8.95	79.0	7x3⅝x1¼	T
17		43	3½	3380	146	201	22500	7300	B9.75/20	DB9.75/20	Bud K428	6-4⅜x4¾	Fu 5A530	U 5	No	Wis 1237H	2F	H	8.95	62.0	8x3x¼	T
18		87Q	5	4875	144	144	27000	9805	B10.50/20	DB10.50/20	Bud K428	6-4⅜x4¾	Fu 5A530	A 5	A 2	Wis 1737K	2F	H	9.16	99.0	8x4x⅜	T
19		43L	5	3850	146	201	28105	8905	B9.75/20	DB9.75/20	Bud L525	6-4½x5½	Fu 5A530	U 5	No	Wis 1737KW	2F	H	9.16	64.0	8x3x¼	T
20		97L	5	5815	144	144	35620	10810	B10.50/20	DB10.50/20	Bud L525	6-4½x5½	Fu 5A530	U 5	A 2	Wis 19027	2F	H	11.1	178	8x4x¼	T
21	Indiana	85	1½	1025	141	186	10000	3950	B6.50/20	DB6.50/20	Her JXB	6-3⅜x4¼	BL 124	U 4	No	Tim 53200H	SF	H	5.66	35.1	7⅞x2½x⅞	T
22		95	2	1195	141	186	12000	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.85	36.2	7⅞x2½x⅞	T
23		95DR	2½	1275	141	186	15000	4650	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	Op	Wis 4916L	2F	H	6.66	41.2	7⅞x2½x⅞	T
24		17A	3	2300	156	212	17000	6300	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	A 3	Tim 58205H	SF	H	6.83	43.0	8x3x¼	T
25		17ADR	3	2475	156	212	18000	6350	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Wis 70000H	2F	R	7.06	44.5	8x3x¼	T
26		17J	3	2450	170	224	18000	6600	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 3341	U 4	Op	Tim 58205H	SF	R	6.14	38.7	8½x3x⅜	T
27		17DR	3	2675	170	224	19000	6700	B8.25/20	DB8.25/20	Her YXC	6-4⅜x4¾	BL 334	U 4	Op	Wis 70000	2F	R	6.28	38.6	8½x3x⅜	T
28		19DR	3½	3400	170	224	22000	7600	B9.00/20	DB9.00/20	Her YXC	6-4⅜x4¾	BL 524	U 4	Op	Wis 1237H	2F	R	7.2	52.3	8½x3x⅜	T
29		43DR	4	4300	170	224	25000	8000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 524	U 4	Op	Wis 1627KH	2F	R	6.96	50.7	8½x3x⅜	T
30		45DR	5	4800	170	224	25000	8700	B9.75/20	DB9.75/20	Her RXC	6-4½x5¾	BL 534	U 4	Op	Wis 1737H	2F	R	7.14	45.4	8¼x3x⅜	T
31		47DR	5–7	7500	188	234	28000	10500	B10.50/20	DB10.50/20	Cum.6HDle.	6-4⅞x6	BL 7351	A 5	No	Wis 1910W	2F	R	7.16	45.0	8¼x3x⅜	T
32	International (8)	D1	¼	360	113	113	4200	2180	B5.25/18	B5.25/18	Own D	6-3⅛x4¼	Own D	U 3	No	Own D-55	8½	H	4.18	12.7	5½x2¼x⅛	T
33		(A)	M2	850	118	118	7000	3180	B6.50/20	B6.50/20	Wau XAH	4-3⅝x4½	Own H-4-A	U 4	No	Own 713	SF	H	6.16	39.5	11½x2¾x⅛	T
34		A2	1½	615	136	160	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	Own H-4-A	U 4	No	Own 708	SF	H	6.16	39.5	5½x2¾x⅛	T
35		B2	1½	615	136	136	8000	2945	B6.00/20	B6.00/20	Wau XAH	4-3⅝x4½	MM "O"	U 3	No	Own 704	SF	H	6.16	47.3	5½x2¾x⅛	T
36		A3	1½	695	136	160	10000	3572	P30x5	P32x6	Lyc SAH	6-3¼x4½	Own H-4-A	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x⅛	T
37		A3½	1½	970	136	160	10100	3600	B6 50/20	DB6.50/20	Lyc SAH	6-3¼x4½	WG T7	U 4	No	Own 710	SF	H	5.28	33.8	7x2¾x⅛	T
38		AL3	1½	895	138	164	10000	4032	B6.00/20	DB6.00/20	Lyc 4SLH	6-3¼x4½	WG T7	U 4	No	Own 800	8½	H	6.50	42.9	6½x2¼x⅛	T
39		B-3	1½	695	136	160	10000	3385	P30x6	P32x6	Own FAB2	6-3⅛x4	Own H-4-A	U 4	No	Own 720	SF	H	5.29	33.8	7x2¾x⅛	T
40		B4	2	1045	145	185	12750	4055	B6.50/20	DB6.50/20	Own FAB-3	6-3⅛x4	Own H-4-A	U 4	No	Own 750	SF	H	6.5	41.6	8x3¼x⅛	T
41		A4	2	1625	145	185	15750	5221	P32x6	DP32x6	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 902	SF	H	6.50	47.8	7x3¾x⅛	T
42		A5	3	2100	156	210	18750	5895	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1012	2F	H	7.16	64.7	7x3¾x⅛	T
43		A6	3	2450	156	210	20850	6120	P34x7	DP34x7	Own FBB	6-3⅝x4½	OwnH-5	U 5	No	Own 1150	2F	H	8.5	76.8	8¼x3¾x⅛	T
44		W2	3½	3300	148	200	24000	8450	P36x8	DP36x8	HaS 151	4-4¼x5½	Own H-6	U 5	No	Own 1200	2F	H	6.85	83.9	7x3⅛x⅛	T
45		W3	5	4850	160	235	28000	10125	S36x6°	S40x12°	HaS 152	4-4¾x5½	OwnH -7	U 5	No	Own 1300	2F	H	7.85	70.5	8x3x⅛	T
46		A7	5–7½	6200	160	225	37000	11590	B9.75/20	DB9.75/20	Own FDB	6-4½x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3½x⅜	T
47		A8	7½	6300	160	225	37000	11590	B9.75/20	DB9.75/20	Own FEB	6-5x5½	Own H-7	U 5	No	Own 1301	2F	H	6.37	57.2	12½x3½x⅜	T
48	Kenworth	87	1½–2	1245	146	170	11200	3900	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	BL 234	U 4	...	Tim 53200H	SF	H	5.14	33.1	8x3x¼	T
49		88	2	1480	146	200	13400	4400	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
50		101B	2–2½	2050	146	200	13400	4700	B7.50/20	DB7.50/20	Bud H298	6-3¾x4½	BL 234	U 4	Op	Tim 54300H	SF	H	5.83	37.4	8x3x¼	T
51		89	2½	1670	146	200	15000	4600	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	Op	Tim 56200H	SF	H	6.16	39.5	8x3x¼	T
52		127	2½–3	2600	154	202	16300	5490	B8.25/20	DB8.25/20	Her WXC	6-4x4¼	BL 334	U 4	Op	Tim 56200H	SF	H	6.16	40.7	8x3x¼	T
53		90	3	1820	146	200	18200	5500	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	BL 234	U 4	...	Tim 58205H	SF	H	6.83	43.8	8x3x¼	T
54		146B	3–4	3300	158	206	19500	5960	B9.00/20	DB9.00/20	Bud K393	6-4⅛x4¼	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	8x3x¼	T
55		D146B	3–4	5770	158	206	19500	7500	B9.00/20	DB9.00/20	Bud D6-415	6-4x5½	BL 5341	U 4	Op	Tim 58206H	FS	H	6.83	43.8	8x3x¼	T
56		D-146–C	3–4	6250	158	206	19500	7600	B9.00/20	DB9.00/20	Cum HA–4	4-4½x6	BL5341	U 4	Op	Tim58206TW	SF	H	6.83	43.8	8x3x¼	T
57		166B	3½–4	3850	156	204	20700	6890	B9.00/20	DB9.00/20	Bud K393	6-4⅛x4¾	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3½	T
58		166A	3½–4	4330	156	204	20700	6890	B9.00/20	DB9.00/20	HaS 147	6-4x5	BL 334	U 4	Op	Tim 58205H	SF	H	6.83	43.4	7x9x3½	T
59		180	4–5	4675	155	221	25600	7710	B9.75/20	DB9.75/20	Her YXC2	6-4½x4¾	BL 1554	U 4	A 3	Tim 57220H	2F	H	7.33	105.	7x9x3½	T
60		241	5–7	5450	169	221	27800	9000	B9.75/20	DB9.75/20	Her RXB	6-4½x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	7x9x3½	T
61		241A	5–7	6500	169	228	27800	9500	B9.75/20	DB9.75/20	HaS 160	6-4¼x5½	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅞	C
62		241B	5–7	6150	174	228	27800	9500	B9.75/20	DB9.75/20	Bud GL-6	6-4½x6	BL 714	U 4	A 3	Tim 76720W	2F	H	7.33	85.5	8x3x⅞	C
63		241C	5–7	7200	174	228	27800	10000	B9.75/20	DB9.75/20	HaS 175	6-5x6	BL 714	U 4	A 3	Tim 76720W	2F	H	6.38	86.5	8x3x⅞	C
64	Kleiber	80	1½–2½	1300	140	160	11200	3950	B7.00/20	DB7.00/20	Her JXB	6-3⅝x4¼	BL 2241	U 4	No	Tim 53200H	BF	H	5.14	34.0	5⅝x3¼x1¼	C
65		100	2–3½	1575	158	170	13400	4400	B7.50/20	DB7.50/20	Her JXB	6-3⅝x4¼	BL 3241	U 4	No	Tim 54200H	BF	H	5.81	38.7	7½x3¼x1¼	C
66		120	2½–4½	2100	170	180	16300	5150	B8.25/20	DB8.25/20	Con E601	6-3⅞x4½	BL 3241	U 4	No	Tim 56200H	BF	H	6.17	33.4	7½x3¼x1¼	C
67		140	3–5½	2650	180	190	20700	6500	B8.25/20	DB8.25/20	Con 18R	6-4x4½	BL 3241	U 4	No	Tim 58205H	BF	H	6.84	38.7	7½x3¼x1¼	C
68		210	4–6	3800	190	200	22000	7600	B9.00/20	DB9.00/20	Con 21R	6-4½x4¾	BL 5241	U 4	No	EatDR2613H	2F	R	7.25	42.0	7½x3¼x1¼	C
69		KD4	4	5400	190	200	22000	8000	B9.00/20	DB9.00/20	Cum H Dle.	4-4½x6	BL 5351	U 4	No	EatDR 2613W	2F	R	5.5	70.	7½x3¼x1¼	C
70		KD6	6	6000	206	210	26000	9500	B9.75/20	DB9.75/20	Cum.6HDie	6-4½x6	BL 714	U 4	A 4	Eat 65041W	2F	R	5.5	91.0	8½x3½x⅛	C
71	La Fr. Republic	C-2	2	1100	156	162	11000	3800	B6.00/20	DB6.00/20	Lyc SA	6-3¼x4¼	WG T9	U 4	No	Tim 53200H	SF	H	5.67	35.5	7½x2x⅛	C
72		D-2	2–2½	1485	162	175	14000	4600	B6.50/20	DB6.50/20	Lyc SB	6-3¾x4½	WG T9	U 4	No	Tim 54200H	SF	H	5.83	37.9	7x3⅛x⅛	C
73		E-2	2½–3	2005	162	190	17000	5375	P32x6	DP32x6	Lyc A8D	6-3¾x4½	Fu Mlu-Bb	U 4	No	Tim 56200H	SF	R	7.4	47.0	7x3x⅛	C
74		F-3	3½–4	2420	174	198	21000	6240	P34x7	DP34x7	Wau MK	4-4¼x4¾	Fu MGU14	U 4	No	Tim 58200H	SF	R	7.8	50.6	8x3x⅛	C
75		H-5	4–5	3285	179	206	26000	7840	B9.75/20	DP9.75/20	Wau MZ	6-4¼x4¾	Fu MRU	U 4	No	Tim 75733H	2F	R	7.97	53.0	8x3x⅛	C
76		M-3	5–6	4640	174	198	32000	8490	B10.50/20	DB10.50/20	Wau 6SRL	6-4⅜x5½	Fu VUOG	U 5	No	Tim 76733H	2F	R	8.85	62.5	9½x3½x⅛	C
77		35-4	7–8	6570	174	198	35000	9700	B10.50/24	DB10.50/24	Wau 6-125	6-4⅜x5½	Fu MHU	U 4	No	Tim 78720W	2F	R	8.90	58.2	9½x3½x⅛	C
78	Le Moon	150	1½	1150	140	152	.....	3300	B6.50/20	B6.50/20	Con 20C	6-3⅜x4½	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	TF
79		200	1½–2	1350	160	178	.....	3600	B7.00/20	DB7.00/20	Con 20C	6-3⅜x4½	BL 214	U 4	No	Tim 53200H	BF	H	5.14	31.8	6x3x⅛	TF
80		300	2–3	1575	163	190	.....	4200	B7.50/20	DB7.50/20	Con 20C	6-3⅜x4½	BL 214	U 4	No	Tim 54200H	BF	H	6.80	42.1	6½x3¼x1¼	TF
81		400	3–4	2175	163	190	.....	5000	B8.25/20	DB8.25/20	Wau 6MS	6-3¾x4¾	BL 314	U 4	No	Tim 56200H	BF	H	6.16	40.6	6½x3¼x1¼	TF
82		505	4–5	2775	160	190	.....	6000	B9.00/20	DB9.00/20	Wau 6MK	6-4¼x4¾	BL 3341	U 4	No	Tim 58205H	BF	R	6.14	40.6	6½x3¾x¾	P
83		501	4–5	3150	160	190	.....	6500	B9.00/20	DB9.00/20	Wau 6SRL	6-4⅜x5½	BL 5351	U 5	No	Tim 58205H	BF	R	6.14	40.6	7x4x¼	C
84		(9) 600	5–6	3450	169	199	.....	7200	B9.75/20	DB9.75/20	Wau 6SRL	6-4⅜x5½	BL 5341	U 4	No	Tim 65720H	WF	R	6.00	43.2	9x4x⅜	C
85	Mack	BL	1–2	2500	138	192	.....	4050	B6.00/20	DB6.00/20	Own BL	6-3¼x5	Own BG	U 4	No	Tim 52050	SF	H	5.20	27.6	7x3x⅜	
86		BG	1½–3	3000	138	192	.....	4800	P32x6	DP32x6	Own BG	6-3⅜x5	Own BG	U 4	No	Own BG	SF	H	5.44	28.8	7x3x⅜	
87		BF	2½–4	4200	156	216	.....	6600	B8.25/20	DP8.25/20	Own BG	6-3⅜x5	Own AB	U 4	No	Own AB	2F	H	7.01	33.9	7⅞x3½x⅛	
88		AB	2–3	4000	147	219	.....	6450	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	
89		AB	3–5	4200	147	219	.....	6700	P34x7	DP34x7	Own AB	4-4¼x5	Own AB	U 4	No	Own AB	2F	H	7.54	36.6	8x2¼x¼	
90		AB	3–5	4150	147	219	.....	6450	P34x7	DP34x7	Own BG	6-3⅜x5	Own AB	U 4	No	Own AB	CD	R	7.72	37.4	8x2¼x¼	
91		AB	3–5	4500	147	219	.....	6700	P34x7	DP34x7	Own BG	6-3⅜x5	Own AB	U 4	No	Own AB	2F	H	7.58	36.7	8x2¼x¼	
92		BM	3–5	4700	157	211	.....	7500	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BC	U 4	No	Own AB	2F	H	7.01	40.9	8½x3x¼	
93		(c.o.e.-15) CH	3–5	5200	150	186	.....	9200	B9.00/20	DB9.00/20	Own CE	6-4x5½	Own BX	U 4	No	Own BC	2F	H	7.01	49.4	8½x3x¼	
94		BC	3½–6	5250	154	226	.....	7850	P36x8	DP36x8	Own CE	6-4x5½	Own BC	U 4	No	Own BC	2F	H	7.58	44.2	8½x3x⅛	
95		BC	3½–6	5500	154	226	.....	8000	P36x8	DP36x8	Own CE	6-4x5½	Own BC	U 4	No	Own BC	CD	R	7.88	46.0	8½x3x⅛	
96		BX	3½–6	5750	171	225	.....	7900	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	CD	R	7.88	55.2	9½x3x¼	
97		BX	3½–6	5600	171	225	.....	8050	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.01	49.4	9½x3x¼	
98		(c.o.e.-15) CJ	3½–6	6100	150	186	.....	10650	B9.75/22	DB9.75/22	Own CF	6-4¼x5½	Own BX	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	
99		BJ	5–8	6450	168	245	.....	9800	B10.50/22	DB10.50/22	Own BK	6-4½x5½	Own AL	A 4	No	Own AK	2F	H	6.92	36.4	11x3½x¼	
100		BQ	6–8	6800	191	245	.....	10000	B10.50/22	DB10.50/22	Own BQ	6-4¾x5¾	Own BQ	A 4	No	Own AK	2F	H	7.43	47.7	10½x3x¼	
101		AK	5–7½	5150	162	228	.....	9500	B10.50/24°	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.83	50.5	8¾x3x⅛	
102		AK	5–7½	5250	162	228	.....	9400	B10.50/24°	DB10.50/24°	Own AC	4-5x6	Own AK	A 4	No	Own AK	2F	H	6.92	45.8	9½x2¾x¼	
103		AK	6–8	6450	174	240	.....	10400	B10.50/22	DB10.50/22	Own BQ	6-4¼x5¾	Own AC	A 4	No	Own AK	2F	H	7.43	47.7	8¾x3x¼	
104		BX-8	7½	6250	207	225	.....	9200	B9.75/24	DB9.75/24	Own BX	6-4½x5½	Own B	U 4	No	Own BX	2F	H	7.54	53.1	9½x3x¼	
105		AC Light	5–7½	5150	168	240	.....	9200	B10.50/24°	DB10.50/24°	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.46	54.4	8x3x⅛	
106		AC Medium	6–8	5500	168	240	.....	9800	S36x6	D840x6	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	7.75	49.8	8x3x⅛	
107		AC Heavy	7½–10	6000	168	240	.....	10150	S36x7	D840x7	Own AC	4-5x6	Own AC	J 4	No	Own AC	CD	R	8.95	57.4	8x3x⅛	
108		AC	6–8	6450	174	240	.....	11400	B10.50/24	DB10.50/24	Own BQ	6-4¼x5¾	Own AC	A 4	No	Own AC	CD	R	8.4	53.9	8¾x3x⅛	
109		AP	7½–10	8500	191	216	.....	11700	S36x7	D840x8	Own AP	6-5x6	Own AC	J 4	No	Own AC	CD	R	8.31	53.3	8x3x⅛	
110	Menominee	A-15	1½	1485	144	160	8750	3750	B7.00/20	B7.00/20	Wau TL	6-3½x4¾	Fu MKU10	U 4	No	Cla B373	SF	R	5.00	31.7	5½x3¼x¼	
111		DX-6	2½	2850	156	175	13760	5760	B7.50/20	B7.50/20	Wau 6-90	6-3¾x4¾	BL 234	U 4	No	Wis 6617	2F	R	5.83	37.3	6x2¼x⅛	
112		DN-6	3	3275	156	175	15200	6200	B8.25/20	DB8.25 20	Wau MK	6-4¼x4¾	BL 524	U 4	No	Wis 8817	2F	R	6.72	48.9	6x2¼x⅛	
113		A30	3	3275	165	185	15035	7035	B8.25/20	DB8.25/20	Wau MK	6-4¼x4¾	BL 528	U 8	No	Tim 58206H	SF	R	7.8	90.	8x3x⅛	
114		N-6	3½	3715	165	185	16800	6800	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	BL 524	U 4	No	Wis 8817	2F	R	7.93	57.7	8x2¾x⅛	
115		JX-6	5	4650	175	190	20200	7200	B9.00/20	DB9.00/20	Wau 6-125	6-4½x5½	BL 724	U 4	No	Wis 1458	2F	R	9.12	64.4	10x2½x⅛	
116		6W-8	8	5800	185	200	28600	11000	B8.25/20	DB8.25/20	Wau 6-125	6-4½x5½	BL 724	U 4	No	Wis 8D210	2F	R	8.50	60.1	10x2½x⅛	
117	Moreland	RR10	1½	1195	159	Op	10000	4195	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 53200H	SF	H	5.66	35.0	7⅞x2¼x¼	T
118		RR12	2	1400	159	Op	12000	4585	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim 54300H	SF	H	5.83	36.1	7⅞x2¼x¼	T
119		RR15	3	1600	159	Op	15000	5250	B8.25/20	DB8.25/20	Her JXC	6-3¾x4¼	BL 234	U 4	No	Tim 56200H	SF	H	6.17	38.2	7⅞x2¾x¼	T
120		B16	4	2595	184	Op	16000	5800	B8.25/20	DB8.25/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 56200H	SF	H	6.17	38.0	9½x3½x⅛	T
121		E18	5	2828	184	Op	18000	6460	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	BL 334	U 4	No	Tim 58205H	SF	H	6.14	37.8	9½x3½x⅛	T
122		E22	6	3405	184	Op	22000	7150	B9.75/20	DB9.75/20	Her WXC3	6-4¼x4½	BL 524	U 4	No	Tim 65720H	WF	R	7.25	44.5	9½x3½x⅛	T
123		H26	6	4815	196	Op	26000	8900	B9.75/20	DB9.75/20	Her RXB	6-4½x5¾	BL 524	U 4	No	Tim 66720W	WF	R	8.20	59.8	9½x3½x⅛	T

Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes Service: Make, Location, Type, Operation	Brakes Service: Lining Area	Brakes Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	255	4.7	160	27.3	65-2800	L	G	C	4-2⅝	8 5/16	PC	No	Zen	M	MY	AL	P.BB	Ow	Spi	Tim 30000H	Ros	L4IH	268	a	TD	Opt	71	31	40x2½	54x3	½
2	255	5.4	182	27.3	90-3200	F	G	C	4-2⅝	7 5/16	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 31000H	Ros	L4IH	342	a	TD	Opt	72	31	40x2½	54x3	½
3	358	5.2	254	38.4	110-2800	F	G	C	7-2⅞	10¾	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 35000H	Ros	L4IH	394	a	TD	Opt	74½	34	40x3	58x3½	½
4	462	5.1	324	45.4	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	MY	LN	P.BB	Ow	Spi	Tim 35000H	Ros	L4IH	574	a	TD	Opt	86	34	40x3	58x3½	½
5	255	4.6	182	27.3	90-3200	F	G	C	4-2⅝	6 11/16	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 31000H	Ros	L4IHV	306	p	TD	Opt	Opt	34	40⅛x3½	50½x3	N
6	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	500	a	TD	Opt	Opt	34	40⅛x3½	50½x3	N
7	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12¼	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	53x3½	N
8	462	4.6	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Spi	Tim 27450	Ros	L4IHV	717	a	TD	Opt	Opt	34	43x3½	66x4	N
9	245	...	162	29.4	72-2800	L	G	A	7-2⅝	10¼	PC	No	Zen	M	DR	DR	P.BB	Ch	Spi	Cla F212	Ros	L4IH	282	c	TX	79	51	31½	35x2½	48x3	½
10	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
11	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	318	p	CD	81	61	31½	41x2½	54⅞x3	½
12	298	5.3	200	33.7	80-2800	L	C	C	7-3	9⅞	PC	Pe	Zen	M	AL	DR	P.BB	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
13	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 632-5	Ros	L4IH	620	pG	CD	115	72½	31½	41⅞x2½	54⅞x3	½
14	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	BL 61	Yo	Blo	Cla F318	Ros	L4IH	380	p	CD	81	61	31½	41x2½	54⅞x3	½
15	369	4.8	234	39.6	99-2800	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	326	G	TD	88¾	65	34⅛	41⅞x2½	48½x3	½
16	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	405	G	TD	94½	70¾	34 1/16	41⅞x2½	48½x3	½
17	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D Fu	Yo	Blo	Shu 632-3	Ros	L4IH	620	pG	CD	96½	70¾	31½	41⅞x2½	54⅞x3	½
18	428	4.8	280	45.9	107-2600	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	110¼	86½	35	41⅞x2½	48½x3	½
19	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	PC	Pe	Zen	M	AL	DR	D.Fu	Yo	Blo	Shu 633-11	Ros	41A	556	pG	CD	96½	64	31½	41⅞x2½	54⅞x3	½
20	525	4.8	336	48.6	111-2200	L	G	B	7-3	11½	PC	Pe	Zen	M	DR	DR	D.Fu	Yo	Blo	Shu 610-103	Ros	W2IM	360	G	TD	119	86½	35	41⅞x2½	48½x3	½
21	228	4.7	142	27.3	59-2800	L	G	C	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 30020H	Ros	L4IH	249	G	TX	92	56	34	37x2¼	54x2½	N
22	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	N
23	282	5.3	176	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L4IH	356	G	TX	92	56	34	37x2¼	54x2½	½
24	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IH	380	G	TX	108	69⅜	34	39½x2½	54x3	½
25	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	380	G	CD	108	69⅜	34	39½x2½	54x3	½
26	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582B	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
27	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
28	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15582	Ros	L4IHV	398	G	CD	142	83	34⅛	40x2½	54x3	½
29	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34⅛	40x2½	54x3	½
30	529	4.9	350	51.3	115-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 15592B	Ros	L4IHV	546	G	CD	142	83	34¼	40x2½	54x3	½
31	762	17.	420	57.0	125-1800	H	G	N	7-3½	17½	CC	FN	No	M	CI	LN	dp.BL	Yo	Spi	Shu 1633W	Ros	Ws4IA	560	G	CD	144	90	34	40x3	54x3	½
32	213	5.0	133	26.3	66-3400	L	C	C	4-2⅝	6¼	FP	No	Til	M	AL	AL	B-W	Mo	Spi	Own D-50	Own	B4IM	156	P	21	54 1/16	29¼	Var	36½x1¾	51x1¾	N
33	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 104	Ros	B4IM	217	Pa	TX	66 1/16	35 11/16	32⅛	40x2	46x2½	¼
34	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅝	53⅝	32⅛	40x2	46x2½	N
35	186	4.6	124	21.	39-2400	L	G	C	3-2	6¼	FP	No	Zen	V	DR	DR	P.MM	Mo	MM	Own 101	Ros	B4IM	212	P	21	93⅝	53⅝	32⅛	40x2	46x2½	N
36	224	4.7	138	25.3	54-2700	L	G	A	4-2⅝	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 105	Ros	B4IM	287	P	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
37	224	4.7	138	25.3	54-2700	L	G	A	4-2⅝	7½	PC	No	Zen	M	DR	DR	P.Ro	Mo	MM	Own 200	Ros	B4IM	302	P	2I	93⅝	53⅝	32 1/16	40x2¼	46x2½	½
38	224	4.7	138	25.3	54-2700	L	G	A	4-2⅝	7½	PC	No	Zen	V	DR	DR	P.Ow	Mo	MM	Own 200	Ros	B4IM	295	Pa	2I	98⅛	55⅝	32	40x2¼	52x2½	¼
39	207	5.5	137	26.3	59-2900	H	G	C	4-2⅝	6	FP	Ha	Til	M	DR	DR	P.Ro	Mo	MM	Own 108	Ros	B4IM	271	Pa	2I	93⅝	53⅝	32 1/16	40x2	46x2½	½
40	223	5.4	154	28.3	63-3200	H	G	C	4-2⅝	6 5/16	FP	Ha	Til	M	DR	DR	P.Ow	Mo	MM	Own 108	Ros	B4IM	303	Pa	2I	106⅝	62⅝	34	40x2	54x3	½
41	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13 5/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 251	Ros	B4IM	378	Pa	2I	104	61½	34	42x3	54x3	½
42	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13 5/16	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	½
43	279	4.6	176	31.5	67-2600	H	G	C	7-2½	13½	FP	Ha	Zen	M	DR	DR	P.Ow	Mo	MM	Own 300	Ros	B4IM	430	Pa	2I	115	72½	34	42x3	56x3	½
44	312	4.0	200	28.9	59-1800	H	C	A	3-2¾	7⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Own	Own 400	Own	BO4IM	710	Pa	2I	106½	73¼	34	41½x3	56x3½	¼
45	390	3.8	240	36.1	69-1800	H	C	A	3-3	7⅜	FP	HS	Zen	V	RB	DR	P.Ow	Ow	Own	Own 500	Own	BO4IM	794	Pa	2I	120	81⅞	34	44x3	58x4	¼
46	525	4.5	315	48.6	98-1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
47	648	4.4	398	60.0	114-1800	H	G	C	7-3¼	17¾	FP	Ha	Zen	M	DR	DR	P.Ro	Mo	MM	Own 503	Ros	BO4IMV	729	Pa	TD	106	72	34	48x3	56x3	N
48	263	4.7	163	31.5	68-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 30000H	Ros	L4IH	249	a	TX	108	60	31½	38x2¼	52x2½	N
49	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	N
50	298	4.7	200	33.7	80-2800	L	G	C	7-3	9⅞	CC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	FD	108	60	31½	39x2½	52x3	½
51	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	335	a	TX	108	60	31½	38x2¼	52x2½	½
52	339	4.4	212	38.4	76-2400	L	C	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	110	72	31½	40x2½	52x3	½
53	282	4.7	176	33.7	73-2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L4IH	394	a	TX	108	60	31½	38x2¼	52x3	½
54	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	394	a	FD	120	72	31½	40x2½	52x3	½
55	415	...	264	38.4	93-2000	H	G	Al	7-3	11½	FP	Bu	No	B	No	LN	P.BL	Pe	Spi	Tim 33000H	Ros	L4IH	335	a	FD	120	72	31½	38x2½	52x3	½
56	448	...	...	38.0	83-1800	H	G	Al	5-3¼	11½	FP	En	No	C	No	LN	P.BL	Pe	Spi	Tim33000TW	Ros	Ws4IA	455	A	FD	120	72	31½	38x2½	52x3	½
57	393	4.9	260	42.1	103-2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
58	377	4.9	258	38.4	92-2300	H	C	A	4-2⅞	11⅛	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	455	a	FD	120	72	33¾	42x2½	56x3½	½
59	453	4.8	300	48.6	98-2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	602	a	FD	110	72	33¾	42x2½	56x3½	½
60	501	4.9	330	48.6	110-2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
61	468	4.4	322	43.3	125-2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
62	572	4.3	358	48.6	114-1900	L	G	C	4-3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
63	707	4.4	506	60.0	170-2000	H	C	A	7-3¼	11 5/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws2ImV	407	a	FD	132	84	33¾	42x3	56x4	½
64	263	5.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L4IH	308	G	TD	132	74	34	38x2¼	52x2½	½
65	263	5.4	164	31.5	70-3000	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 31000H	Ros	L4IH	354	G	TD	144	82	34	38x2½	52x2½	½
66	318	4.6	204	36.0	80-2700	L	G	C	7-2⅝	12 11/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 31000H	Ros	L4IHV	452	G	TD	156	96	34	38x2½	52x3	½
67	339	4.2	212	38.4	90-2700	H	C	C	7-2¾	13 5/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L4IHV	648	G	TD	168	104	34	38x2½	52x3	¼
68	427	4.2	270	45.9	118-2500	H	C	C	7-2¾	13 5/16	FP	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 35020H	Ros	L4IHV	676	G	FD	170	108	34	44x2½	52x3	¼
69	448	17.	280	38.0	83-1800	H	C	N	5-3¼	12	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 35120W	Ros	Ws4IA	676	G	FD	170	108	34	44x2½	52x3	½
70	672	17.	420	57.0	125-1800	H	G	N	7-3¼	16½	P	En	No	M	LN	LN	D.BL	Ow	Spi	Tim 26450W	Ros	Ws4IA	848	G	FD	180	130	38	44x2½	52x3	½
71	224	4.7	145	25.3	61-2800	L	G	C	4-2⅝	8 5/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 30000H	Ros	L4IH	287	Da	TX	110¾	67½	31⅞	38x2	52½x2½	½
72	242	5.0	160	27.3	65-2800	L	G	C	4-2⅝	8 5/16	PC	No	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IH	271	Da	TX	143¾	79½	32	38x2	52½x2½	½
73	299	4.9	195	33.5	82-2600	L	G	C	4-2¾	10	PC	Ha	Zen	M	AL	AL	P.BB	Pe	Spi	Tim 31000H	Ros	L4IHV	327	Da	TX	120	78¾	32	38x2	57½x2	½
74	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	367	Da	FD	140¼	93	32	39x2½	60x3	½
75	354	4.3	228	36.2	86-2300	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 33000H	Ros	L4IHV	458	Da	FD	144	75	32	39x2½	60x3	½
76	462	4.6	310	46.	97-2000	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Pe	Spi	Tim 35000H	Ros	L4IHV	468	Da	FD	168	88	32⅛	44x3	60x3½	½
77	462	4.6	324	46.	125-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	AL	AL	D.Fu	Ow	Spi	Tim 27450W	Ros	Ws4IA	690	Da	FD	168	81¼	34	44x3	60x3½	N
78	248	4.4	150	27.3	65-2800	L	C	A	7-2⅝	10 5/16	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	96	58	34	37½x2¼	49¼x2½	N
79	248	4.4	150	27.3	65-2800	L	C	A	7-2⅝	10 5/16	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 30000H	Ros	L4IH	275	c	TX	128	81	34	37½x2¼	50x2½	½
80	248	4.4	150	27.3	65-2800	L	G	A	7-2⅝	10 5/16	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 31000H	Ros	L4IH	293	c	TX	128	81	34	37½x2¼	50x2½	½
81	315	4.6	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IH	345	c	TX	128	81	34	37½x2¼	50½x2½	½
82	381	4.4	242	40.8	85-2500	L	G	C	7-2⅝	12½	PC	No	Str	M	DR	DR	D.BL	Ch	Spi	Tim 33000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
83	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	385	c	CD	128	81	34	39x2½	53x3	½
84	462	4.5	300	45.9	98-2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L4IHV	485	c	RI	128	81	34	39x2½	53x3	½
85	248	5.6	153	25.4	72-3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BL	Own	L4IH	302	P	FX	120	72½	33 5/16	40⅛x2½	52¾x2½	N
86	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BG	Own	O4IMV	427	a	FX	120	72½	33 5/16	42x2½	54x3	N
87	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BF	Own	O4IMV	427	a	FX	132	84½	33 5/16	44x2½	54x3	½
88	283	4.8	192	28.9	65-2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
89	283	4.8	192	28.9	65-2100	L	G	C	3-3	8	PS	Ow	Str	G	RB	NE	D.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
90	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	48x3	N
91	309	5.4	202	31.5	90-3000	L	G	C	7-2⅝	10 11/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own AB	Own	O4IMV	471	a	FX	120	73	33¼	42¼x3	56½x3½	N
92	414	5.2	270	38.4	108-2400	L	G	C	7-3	12 5/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BM	Own	O4IMV	427	a	FX	120	102½	33¼	44x2½	54x3½	N
93	414	5.2	270	38.4	108-2400	L	G	C	7-3	12 5/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CH	Own	O4IMV	540	a	FX	180	120	33¼	50x3	50½x3½	½
94	414	5.2	270	38.4	108-2400	L	G	C	7-3	12 5/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	610	a	FX	120	73	33¼	43¾x3	56½x3½	N
95	414	5.2	270	38.4	108-2400	L	G	C	7-3	12 5/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Own	O4IMV	590	a	JX	120	73	33⅜	43¾x3	54x3	N
96	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 5/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	JX	180	120	33 5/16	53 5/16x3	54x3	N
97	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 5/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O4IMV	619	a	FX	180	120	33 5/16	53 5/16x3	56½x3½	N
98	468	5.2	310	43.4	117-2400	L	G	C	7-3	12 5/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own CJ	Own	O4IMV	619	a	FX	180	120	33¼	53⅜x3½	56½x3½	½
99	525	4.8	350	48.6	125-2300	L	G	C	4-3½	10 5/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own AK	Own	O4IMV	618	a	FX	120	79	33¼	50x3½	59 5/16x4	¼
100	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 5/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Cle	Own BQ	Own	O4IMV	618	a	FX	150	102	33¼	50x3½	58 5/16x3½	½
101	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	JX	132	93	37½	48x3½	52x4	½
102	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AK	Own	O4IMV	561	a	FX	132	93	37½	48x3½	56x4	½
103	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 5/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	561	a	FX	132	93	37⅝	47 5/16x3½	58½x4	¼
104	468	5.2	310	43.4	117-2400	L	G	C	7-3	13 5/16	FP	Ha	Str	M	RB	NE	P.Ow	Ow	Spi	Own BC	Ros	O4IMV	619	a	FX	212	138	33 5/16	53 5/16x3	56½x3½	N
105	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
106	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
107	471	4.0	320	40.0	75-1800	L	G	C	3-3	10 11/16	PS	Ow	Str	G	RB	ns	P.Ow	Ow	Spi	Own AC	Own	O4IMV	561	c	JX	156	104	37½	46x3½	52x4	½
108	611	5.7	398	54.2	128-2300	L	G	C	4-3½	10 5/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	156	105	37½	48x3½	52x4	½
109	706	4.4	427	60.0	138-1900	L	G	S	4-3 5/16	11 11/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O4IMV	755	c	2I	180	108½	37½	46 5/16x3½	52x4	½
110	255	5.0	170	27.3	68-2600	L	G	C	4-2⅝	7⅝	PC	No	Zen	M	NE	NE	D.Fu	Pe	Blo	Cla 212	Ros	L4IHV	377	P	TX	113	65	32	40x2¼	50x2½	½
111	255	5.4	182	27.3	90-3200	F	G	C	4-2⅝	7 5/16	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	580	G	TD	118	68	32	44x2½	52x3	½
112	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	118	68	32	44x2½	52x3	½
113	381	4.8	240	40.8	85-2500	L	G	C	7-2⅝	12½	PC	Wa	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5532	Ros	L4IHV	662	G	TD	146½	86½	34	44x2½	52x3	½
114	358	5.2	254	38.4	110-2800	F	G	C	7-2⅞	10¾	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	662	G	TD	139	85	32	44x2½	54x3½	½
115	462	5.1	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5572	Ros	L4IHV	770	G	TD	147	96	36	44x3	54x4	½
116	462	5.1	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	No	Zen	M	NE	NE	P.BL	Pe	Blo	Shu 5582B	Ros	L6IHV	1095	G	TD	Opt	Opt	36	44x3	54x4	..
117	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 30000H	Ros	L4IH	254	a	TD	132	78	34	40x2½	54x3	½
118	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
119	282	5.0	176	33.8	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Spi	Tim 31000H	Ros	L4IH	364	a	TD	132	78	34	40x2½	54x3	½
120	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	364	a	TD	156	101	34	40x2½	54x3	½
121	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L4IH	405	a	TD	156	101	34	41½x2½	54x3	½
122	383	4.4	262	43.3	92-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 35120H	Ros	L4IH	555	a	TD	156	101	34	41½x2½	54x3	½
123	501	4.9	330	48.6	110-2200	L	G	C	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W4IA	620	a	TD	168	111¼	34	42x3	56x3½	½

Line Number	MAKE AND MODEL	GENERAL (See Keynote)						TIRE SIZE		MAJOR UNITS									FRAME	
										ENGINE		TRANSMISSION			REAR AXLE			GEAR RATIOS		
		Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	Front	Rear	Make and Model	No. of Cylinders Bore and Stroke	Make and Model	Location and Forward Speeds	Aux. Location and Speeds	Make and Model	Gear and Type	Drive and Torque	In High	In Low	Side Rail Dimensions	Type
1	Omort	2	1095	131	210	10000	3725	B6.00/20	DB6.00/20	Her JXA	6-3¾x4¼	WG T9	U 4	No	Tim 53200H	BF	H	6.20	39.6	6x2¾x⅛	L
2		2½	2650	130	130	16000	6100	P32x6	DP32x6	Her WXB	6-3¾x4½	Fu MGU	U 4	No	Wis 6787L	2F	R	6.41	41.6	6x3½x¼	I
3		3	3250	134	148	18000	6600	P34x7	DP34x7	Her WXB	6-3¾x4½	Fu MGOG	A 4	U 2	Wis 8817L	2F	R	7.93	65.0	6x3½x⅛	I
4		3½	3850	150	150	21000	7600	P36x8	DP36x8	Her WXC	6-4x4½	Fu MGOG	A 4	U 2	Wis 1567H	2F	R	9.11	74.7	6x3½x½	I
5	Pierce-Arrow 13S385	2–2½	2500	160	200	13000	5750	B8.25/20	DB8.25/20	Own 8	8-3½x5	Co RU4SL	U 4	No	Tim 56200	SF	R	5.28	32.6	7½x3½x¼	C
6	15T298	3–3½	1950	150	200	15000	5725	B8.25/20	DB8.25/20	Her WXB	6-3¾x4½	Cla 108B	U 4	Op	Tim 56200	SF	R	6.16	40.2	7¾x3½x¼	C
7	17T361	3–4	2350	150	200	17000	5725	B9.00/20	DB9.00/20	Her WXC2	6-4½x4½	Co RU4SL	U 4	Op	Tim 58200	SF	R	6.83	42.2	7¾x3½x¼	C
8	18W361	3½–4½	3000	150	220	18000	6660	B9.00/20	DB9.00/20	Her WXC2	6-4½x4½	Co RU4SL	U 4	Op	Tim 65720	WF	R	6.8	42.	8¼x2½x¼	C
9	19R479	3½–4½	3600	150	220	19000	7850	B9.00/20	DB9.00/20	Her YXC3	6-4¼x4¾	Co TNU	U 4	Op	Tim 65720	WF	R	5.4	286.	8½x2½x¼	C
10	24X479	5–6	4150	150	200	24000	9250	B10.50/20	DB10.50/20	Her YXC3	6-4¼x4¾	Co TNU	U 4	Op	Tim 66720	WF	R	7.6	402.	9½x2½x¼	C
11	28M611	6–7	5400	160	200	28900	11600	B10.50/24	DB10.50/24	Her GXA	6-4¼x5¾	Own	A 4	Op	Own	WF	R	10.	525.	9½x2½x¼	C
12	Reo . . (A) . . . BN	1500 lb.	530	130	130	5500	2805	B6.50/18	B6.50/18	Own	6-3½x5	Own	U 3		Own	B½	H	4.9	16.1	7½x2½x⅛	
13	1B. (1D)	1½	595	140	164	10500	3260	B6.00/20	DB6.00/20	Own	6-3¼x5	Own	U 4	O 2	Own	SF	H	5.28	34.8	7x2¼x⅛	C
14	2B-2D	2	845	142	166	12500	3865	B6.50/20	DB6.50/20	Own	6-3¾x5	Own	U 4	O 2	Own	SF	H	5.83	38.4	7x3½x¼	C
15	2H (2J, 2K)	2½	1245	142	184	15000	4475	B7.00/20	DB7.00/20	Own	6-3¾x5	Own	U 4	O 2	Own	SF	H	6.6	42.9	7x¼x3	C
16	3H(3J,3K,3M)	3	1795	170	205	17500	5125	B7.50/20	DB7.50/20	Own	6-3¾x5	Own	U 4	O 2	Own	SF	H	6.5	42.9	8¼x¼x3	C
17	4H,4J,4K,4M	4	2595	170	205	20000	6280	B9.00/20	DB9.00/20	Own	8-3½x5	Own	U 4	O 2	Own	SF	H	6.14	40.5	10x3x¼	
18	3chacht. 10H	1½–2½	1295	166	199	11500	4850	B6.50/20	DB6.50/20	Con 20C	6-3¾x4½	BL 35	U 4	No	Tim	BF	H	5.83	31.2	6x3x¼	P
19	15HA	2½–3½	1735	160	199	13000	5200	B8.25/20	DB8.25/20	Con 20C	6-3¾x4½	BL 35	U 4	No	Tim	BF	H	6.06	38.5	6x3x¼	P
20	20HA	2½–4	2185	160	199	15300	5450	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Own	U 5	No	Tim	BF	R	6.06	38.5	6x3x¼	P
21	25HA	3–4½	2695	146	213	19500	5750	B9.00/20	DB9.00/20	Her WXC	6-4x4½	Fu 5A–38	U 5	No	Tim	BF	R	6.02	39.2	7x3x¼	P
22	28HA	4–5½	3050	146	227	23000	6600	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5A–38	U 5	No	Tim	BF	R	6.83	43.8	7x3x¼	P
23	30HA	4½–6	3295	146	227	23000	6800	B9.75/20	DB9.75/20	Her WXC	6-4x4½	Fu 5A–38	U 5	No	Wis	2F	R	7.14	46.4	7x3x¼	P
24	35HA	5–7	3725	146	227	24000	7400	B9.75/20	DB9.75/20	Her WXC2	6-4½x4½	Fu 5A–38	U 5	No	Own	2F	R	8.00	52.0	8½x3x⅛	P
25	40H	5–7	4295	156	239	25500	7600	B9.75/20	DB9.75/20	Her YXC	6-4¾x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.07	49.7	8½x3x⅛	P
26	40HB	7–9	4695	156	239	29500	7750	B10.50/20	DB10.50/20	Her YXC	6-4½x4¾	Fu 5A–53	U 5	No	Wis	2F	R	7.07	49.7	8½x3x⅛	P
27	66HA	8–11	5895	154	251	35000	9820	B10.50/24	DB10.50/24	Her RXC	6-4½x5¼	Fu 5A–53	U 5	No	Wis	2F	R	7.07	49.8	8½x3x¼	P
28	(T) TRD	10	4150	150	174	35000	7100	B9.00/20	DB9.00/20	Her YXC	6-4¾x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.8	56.8	7x3¼	P
29	(T) TRDA	12	4350	150	174	39000	7226	B9.75/20	DB9.75/20	Her YXC3	6-4½x4¾	Fu 5A–53	U 5	No	Own	2F	R	7.8	56.8	7x3¼	P
30	(T) TRDB	15	4595	150	174	45000	7326	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	Fu 5A–53	U 5	No	Wis	2F	R	7.8	56.8	7x3¼	P
31	Sterling. . . . FB40	1½–2	1135	142	162	11000	3450	B6.50/20	DB6.50/20	Con 25A	6-3½x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2¼x⅛	C
32	FB50	2–2½	1240	142	162	11500	3650	B7.00/20	DB7.00/20	Con 25A	6-3¾x4	WG T9	U 4	No	Own	BF	H	5.66	36.2	6x2¼x⅛	C
33	FB60	2½–3	1590	142	162	14000	4150	B7.00/20	DB7.00/20	Wau TL	6-3¾x4¾	WG T9	U 4	No	Own	BF	H	5.83	37.3	6x2¼x⅛	C
34	FB70	2½–3	2635	174	204	17000	5755	B7 50/20	B7.50/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Own	BF	R	7.4	52.7	10x3¼x¼	L
35	FD80	3–4	3065	174	204	21000	6680	B8.25/20	DB8.25/20	Wau 6ML	6-4x4¾	Own UC7	U 5	Op	Own	2F	R	7.8	55.3	10x3¼x¼	L
36	FB80 Spec	3½–4	3010	174	204	21000	6680	B8.25/20	B8.25/20	Wau ML	6-4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.6	10x3¼x¼	L
37	FC90	4	4105	174	204	22000	7480	B9.00/20	DB9.00/20	Wau 6MK	6-4½x4¾	Own UC7	U 5	Op	Own	CD	R	8.66	61.7	10x3¼x¼	L
38	• FD90	4	3315	174	204	22000	7480	B9.00/20	B9.00/20	Wau MK	6-4½x4¾	Own UC7	U 5	No	Own	2F	R	8.0	57.0	10x3¼x¼	L
39	FD978	4–5	4355	192	222	26000	8200	P36x8	DP36x8	Wau 6SRL	6-4½x5½	Own UC2	U 4	Op	Own	w/2F	R	7.75	51.6	12x3¼x¼	L
40	FC100	5–5½	4185	192	222	26000	7750	P36x8	DP36x8	Wau 6MK	6-4½x4¾	Own UC2	U 4	Op	Own	CD	R	9.3	61.2	12x3¼x¼	L
41	• FD115	5–6	4690	192	222	32000	8750	P40x8	DP40x8	Wau 6SRL	6-4½x5½	Own UC2	U 4	Op	Own	w/2F	R	8.20	54.6	12x3¼x¼	L
42	FC107	5–6	4700	192	222	27000	8200	P36x8	DP36x8	Wau 6SRL	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	8.20	54.6	12x3¼x¼	L
43	• FD140	7–8	6285	192	222	35000	10050	P40x8	DP42x9	Wau 6-125	6-4½x5½	Own UC2	U 4	Op	Own	w/2F	R	10.0	66.6	15x3¼x¼	L
44	• FC135	7–8	4800	192	222	35000	8900	P40x8	DP40x8	Wau 8RL	6-4½x5½	Own UC2	U 4	Op	Own	CD	R	9.3	62.2	15x3¼x¼	L
45	• FC140	8–8½	5245	200	230	36000	9350	P40x8	DP40x8	Wau 6-125	6-4½x5¾	Own UC2	U 4	Op	Own	CD	R	8.3	55.2	15x3¼x¼	L
46	• FC145	8–8½	6180	200	230	37000	10100	P40x8	DP40x8	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
47	• . . FW170. FD170	9½–10½	6980	200	230	35000	10550	P40x8	DP44x10	Wau AB	6-4½x5¾	Own UC8	U 4	Op	Own	w/2F	R	10.0	62.7	15x3¼x¼	L
48	• FC170	9½–10½	6900	200	230	40000	10550	P40x8	DP42x9	Wau RB	6-5x5¾	Own UC8	U 4	Op	Own	CD	R	9.4	58.9	15x3¼x¼	L
49	FD195	12–12½	8925	200	230	39000	10750	B10.50/20	DB10.50/20	Cum H Die	6-4¾x6	BL 734	U 4	Op	Wis 1910W	2F	R	8.88	55.8	15x3¼x¼	L
50	Stewart. 41X	¾	695	124	124	. . . . .	2875	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2¼x⅛	T
51	41X8	1	730	134	145	. . . . .	2925	B6.50/18	B6.50/18	Lyc	6-3¼x4½	WG	U 4	No	Cla	S½	H	5.4	35.1	6x2¼x⅛	T
52	44X	1½	760	134	176	8500	3250	B6.50/20	B6.50/20	Lyc	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.61	35.8	7½x2¾x⅛	T
53	42X	1¾	830	145	176	9000	3525	R6.50/..0	B6.50/20	Lyc	6-3¼x4½	WG	U 4	No	Cla	SF	H	5.6	35.8	7½x2¾x⅛	T
54	43X	2	1075	145	176	10800	4005	B6.50/20	DB6 50/20	Lyc	6-3½x4½	WG	U 4	No	Cla	SF	H	6.3	41.	7½x2¾x⅛	T
55	45X	2½	1375	145	190	13500	4350	B7.00/20	DB7.00/20	Lyc	6-3½x4½	WG	U 4	No	Cla	SF	R	6.37	40.	7½x2¾x⅛	T
56	29X8	2½	1795	145	220	15000	5190	B7.00/20	DB7.00/20	Lyc	6-3¾x4¼	BL	U 5	No	Cla	SF	R	7.16	40.	7½x2¾x⅛	T
57	32X	3	2090	165	220	18000	5460	B7.00/20	DB7.00/20	Lyc	6-3¾x4½	BL	U 5	No	Cla	SF	R	7.16	40.	9x2¾x⅛	T
58	58-8	3	2290	170	226	18000	6025	B7.50/20	DB7.50/20	Lyc	8-3¾x4½	Fu	U 5	No	Cla	SF	R	7.1	47.	9x2¾x⅛	T
59	18X	3½	2690	165	220	20000	6600	B7.50/20	DB7.50/20	Lyc	6-3⅞x5	Fu	U 5	No	Tim	WF	R	7.25	47.5	9x2¾x⅛	T
60	48-8	3½	2990	170	241	20000	6750	B8.25/20	DB8.25/20	Lyc	8-3¾x4¾	BL	U 5	No	Cla	WF	R	7.1	47.	9x2¾x⅛	T
61	19X	3½	3690	165	235	20000	7110	B9.00/20	DB9.00/20	Lyc	6-3⅞x5	Fu	U 4	A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
62	38-6	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Wau	6-4½x5½	BL	U 5	A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
63	38-8	3½–5	3990	170	241	23000	7600	B9.00/20	DB9.00/20	Lyc	8-3¾x4¾	BL	U 5	A 3	Tim	WF	R	7.25	48.	9x2¾x⅛	T
64	31X	5–6	5390	165	235	30000	9340	B9.75/20	DB9.75/20	Wau	6-4½x5½	BL	U 4	A 3	Tim	WF	R	8.2	148.	9½x2¾x¼	T
65	27XS	7–8	6190	165	235	33000	10300	B10.50/24	DB10.50/24	Wau	6-4½x5½	BL	U 4	A 3	Tim	WF	R	10.1	148.	9½x2¾x¼	T
66	Stud. T230-(241 265)	1½–2	625	130	165	9000	3150	B6.00/20	P32x6	Own	6-3¼x4¾	WG T9	U 4	No	Cla B373	SF	H	5.66	36.2	7x2¾x⅛	T
67	T430-(441-465)	1¾–2½	785	130	165	10500	3445	B6.00/20	DB6.50/20	Own	6-3¾x4¾	WG T9	U 4	No	Cla B412	SF	H	6.8	43.5	7x2¾x⅛	T
68	T641-(653-665)	2-3	945	141	165	12000	4095	B6.50/20	DB6.50/20	Own	6-3¼x4¾	WG T9	U 4	No	Tim 54200	SF	H	6.8	43.5	7x2¾x⅛	T
69	T841-(865-883)	3-4	1345	141	183	16000	4855	B6.50/20	DP32x6	Own	6-3¼x4¾	WG T9	U 4	A 2	Tim 58200	SF	H	7.8	75.8	8x2¾x⅛	T
70	W-841 (865-883)	3-4	1795	141	183	16600	5550	B6.50/20	DP32x6	Wau 6-110	6-4x4¼	Cla R900	U 5	No	Tim 58200	SF	H	6.8	55.2	8x2¾x⅛	T
71	Ward La Fr. . . 25R14	2½	2800	196	208	14000	6000	B7.50/20	DB7.50/20	Wau ML	6-4x4¾	BL 324	U 4	No	Tim 54200H	SF	R	Opt	Opt	12x3¼x⅛	B
72	25R16	3	2975	197	208	16000	6200	B8.25/20	DB8.25/20	Wau ML	6-4x4¾	BL 324	U 4	No	Tim 56200H	SF	R	Opt	Opt	12x3x¼	B
73	25R18	3-4	3275	196	208	18000	6400	B9.00/20	DB9.00/20	Wau MK	6-4¼x4¾	BL 324	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3x¼	B
74	30R19	4	3675	197	226	19000	7000	B9.00/20	DB9.00/20	Wau MK	6-4¼x4¾	BL 524	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅛	B
75	320	3-4	3825	197	226	19000	7175	B9.00/20	DB9.00/20	Wau 8RL	6-4¾x5½	BL 534	U 4	No	Tim 58205H	SF	R	Opt	Opt	12x3¼x⅛	B
76	30R-20	3-4	4300	196	226	20000	7260	B9.00/20	DB9.00/20	Wau 8RL	6-4¾x5½	BL 534	U 4	No	Tim 65200H	WF	R	Opt	Opt	12x3¼x⅛	B
77	30R23	5	4175	196	226	23000	7300	B9.75/20	DB9.75/20	Wau MK	6-4¼x4¾	BL 524	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅛	B
78	35R	5-6	4975	196	226	25000	8700	B9.75/20	DB9.75/20	Wau 8RL	6-4¾x5½	BL 534	U 4	No	Tim 65720H	WF	R	Opt	Opt	12x3¼x⅛	B
79	335RWS	7½	5450	205	224	26000	9360	B9.75/24	DB9.75/24	Wau 8RL	6-4¾x5½	BL 534	U 4	No	Tim 65720W	WF	R	Opt	Opt	14x3x¼	B
80	75RH	7½	6350	210	231	30000	10500	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
81	55RH	7½	5350	203	224	30000	10000	B10.50/20	DB10.50/20	Wau 8RK	6-4¾x5½	BL 724	U 4	No	Tim 66720H	WF	R	Opt	Opt	14x3¼x¼	T
82	55RWS	7½	5750	205	224	30000	10050	B10.50/20	DB10.50/20	Wau 8RK	6-4¾x5½	BL 724	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
83	50D	7½–10	5975	159	173	36000	11000	P40x8	DP40x8	Wau 8RL	6-4¾x5½	BL 724	U 4	No	Tim 68702D	WF	R	Opt	Opt	14x3¼x¼	T
84	100RW	10	7350	210	231	36000	11500	B10.50/24	DB10.50/24	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 68720W	WF	R	Opt	Opt	14x3¼x¼	T
85	75RWS	10	6750	211	231	30000	11300	B10.50/20	DB10.50/20	Wau RB	6-5x5¾	BL 734	U 4	No	Tim 66720W	WF	R	Opt	Opt	14x3¼x¼	T
86	White (12). . . . 60K	1¼–1½	1850	112	112	. . . . .	3905	B7.00/20	B7.00/20	Own 2A	6-3¼x4½	Own 3BC	U 3	No	Own 4C	S½	H	5.87	22.2	5x3x⅛	
87	701	1¼–1½	1185	132	156	. . . . .	3970	B7.00/20	B7.00/20	Own 8A	6-3¾x4¾	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
88	701A	1½	1110	132	156	. . . . .	4000	B7.50/20	B7.50/20	Own 8A	6-3¼x4¾	Own 183A	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	.....
89	161	¾–1½	1700	138	157	. . . . .	4420	B7.50 20	B7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4C	S½	H	4.73	19.5	6x2¾x⅛	C
90	702	1½–2	1295	132	156	. . . . .	4225	B7.00/20	DB7.00/20	Own 8A	6-3¼x4¾	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	C
91	702A	2	1222	132	156	. . . . .	4275	B7.50/20	DB7.50/20	Own 8A	6-3¼x4¾	Own 18BA	U 4	No	Own 19CA	SF	H	5.88	37.6	7x2¾x⅛	.....
92	162	1½–2	1900	138	157	. . . . .	4710	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 4CB	S½	H	4.73	19.5	6x2¾x⅛	C
93	611	2–2½	2450	148	196	. . . . .	4960	B7.00/20	DB7.00/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7C	S½	H	5.67	23.4	6½x3¼x¼	C
94	211	2–2½	2300	148	198	. . . . .	5170	B7.00/20	DB7.00/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7C	S½	H	5.67	23.4	6½x3¼x¼	C
95	612	2½–3	2800	148	196	. . . . .	5295	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3¼x¼	C
96	212	2½–3	2650	148	198	. . . . .	5500	B7.50/20	DB7.50/20	Own GRCB	4-4x5¾	Own 8B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3¼x¼	C
97	620	2½–3	4350	157	195	. . . . .	7430	B8.25/20	DB8.25/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 14C	SF	H	6.38	41.8	7½x2½x⅛	C
98	612K	2½–3	2950	140	180	. . . . .	5445	B7.50/20	DB7.50/20	Own 4AB	6-3¾x4½	Own 5B	U 4	No	Own 7CB	S½	H	5.67	23.4	6½x3¼x¼	C
99	51A	2½–4	3750	170	190	. . . . .	6438	S36x5°	S36x8°	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 51A	S½	R	7.14	35.6	8x3x⅛	
100	618	3-4	3600	166	200	. . . . .	6675	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
101	621	3-4	4650	157	195	. . . . .	7945	B9.00/20	DB9.00/20	Own 7A	6-4¼x5½	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3¼x⅛	C
102	618K	3-4	3750	158	198	. . . . .	6820	B9.00/20	DB9.00/20	Own 4AB	6-3¾x4¼	Own 11BA	U 5	No	Own 14CB	2F	R	8.15	61.8	8x3¾x¼	C
103	620K	3-4	4675	168	215	. . . . .	7825	B9.00/20	DB9.00/20	Own 7A	6-4¼x5½	Own 4B	U 4	No	Own 14CB	SF	R	7.32	47.9	8x3x⅛	C
104	630	3-4½	5000	168	215	. . . . .	8500	B9.00/20	DB9.00/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	6.33	41.4	8x3x⅛	C
105	630K	3-4½	5200	168	214	. . . . .	9290	B9.00/20	DB9.00/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 10C	SF	R	63.3	41.4	8x3x⅛	C
106	640	3-4½	6100	180	214	. . . . .	9510	B9.00/20	DB9.00/20	Own 5A	6-4½x5¾	Own 10B	U 5	No	Own 10C	SF	R	5.18	33.2	8½x3¼x¼	C
107	640K	3-4½	6300	180	214	. . . . .	10200	B9.00/20	DB9.00/20	Own 5A	6-4½x5¾	Own 10B	U 5	No	Own 10C	SF	R	5.18	32.2	8½x3¼x¼	C
108	58	3-5	4400	180	195	. . . . .	7797	S36x5°	DS36x5°	Own GRB	4-4¼x5¾	Own 4B	U 4	No	Own 2C	2F	R	7.6	49.7	8½x3¼x¼	C
109	58-S8	7½	5300	196	196	. . . . .	9300	B10.50/24	DB10.50/24	Own GRB	4-4¼x5¾	Own 4B	U 4	No	O· n 6C	2F	R	11.8	77.5	10½x3¼x¼	C
110	55	5	4650	174	215	. . . . .	8737	S36x5°	DS40x5	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 55	2F	R	10.1	66.1	8x18.4 lb.	
111	631	3½–6	5750	168	215	. . . . .	9000	B9.75/20	DB9.75/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	
112	631K	3½–6	5950	168	215	. . . . .	9250	B9.75/20	DB9.75/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	8.70	56.9	8x3x¼	
113	631X	7½	6100	215	215	. . . . .	10000	B10.50/20	DB10.50/20	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 2C	2F	R	10.15	66.4	8½x3¼x¼	C
114	641	3½–6	6450	180	214	. . . . .	10010	B9.75/20	DB9.75/20	Own 5A	6-4½x5¼	Own 10B	U 5	No	Own 2C	2F	R	7.16	44.8	8½x3¼x¼	C
115	641K	3½–6	6650	180	214	. . . . .	10260	B9.75/20	DB9.75/20	Own 5A	6-4½x5¾	Own 10B	U 5	No	Own 2C	2F	R	7.16	44.5	8½x3¼x¼	C
116	642	4–7½	6750	180	214	. . . . .	10910	B9.75/24	DB9.75/24	Own 5A	6-4½x5¾	Own 10B	U 5	No	Own 13C	2F	R	10.2	63.4	8½x3¼x¼	C
117	52	5–7½	5100	174	215	. . . . .	9409	S36x6°	S40x12	Own GRB	4-4¼x5¾	OwnGRBA	U 4	No	Own 52	2F	R	11.7	58.4	8x18.4 lb.	I
118	643	5–9	6950	180	214	. . . . .	11210	B10.50/24	DB10.50/24	Own 5A	6-4½x5¾	Own 10B	U 5	No	Own 13C	2F	R	10.2	63.4	8½x3¼x¼	C
119	691	7–9	7250	129	129	. . . . .	12200	B10.50/24	DB10.50/24	Own 5A	6-4½x5¾	Own 10BB	U 5	No	Own 13CB	2F	R	10.2	63.4	8½x3¼x½	C
120	632X	10	6600	215	. . .	11000	. . . .	B10.50/24	DB10.50/24	Own 7A	6-4¼x5¼	Own 4B	U 4	No	Own 13C	2F	R	11.8	77.5	8½x3¼x⅛	C
121	Willys. 77	. . . . .	325	100	100	. . . . .	1584	B5.00/17	B5.00/17	Own 77	4-3½x4½	Own 77	U 3	No	Own 77	8½	H	4.3	12.5	3¾x1¾x⅛	T

Line Number	Engine Details: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes: Service: Make, Location Type Operation	Brakes: Service: Lining Area	Brakes: Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Cab to Rear Axle	Width of Frame	Springs: Front	Springs: Rear	Auxiliary Type
1	228	4.4	143	27.3	60-2400	L	G	C	7-2½	10 1/16	PC	No	Til	M	AL	AL	D.Jo	Pe	Blo	Tim 30000H	Ros	L4IH	249	p	FD	81¾	51½	34	36x2¼	45x2½	½
2	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5429	Ros	L4IH	406	G	TD	84	53½	31	40x2½	54x3	..
3	298	4.7	190	33.7	66-2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	406	G	TD	88	57½	31	40x2½	54x3	½
4	339	4.7	225	38.4	73-2000	L	G	B	7-2⅝	13¼	PC	No	Zen	M	AL	AL	D.Fu	Yo	Blo	Shu 5532	Ros	L4IH	498	G	TD	108	74	31	40x2½	54x3	½
5	385	5.0	274	39.2	125-2800	L	C	A	9-2⅝	14⅛	CC	Ha	Str	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	116¾	62½	34	38x2½	56x3	½
6	298	4.7	190	33.7	70-2600	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	TD	113½	59½	34	38x2½	56x3	½
7	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 14706	Ha	B4IM	399	D	CD	143½	89½	34	38x2½	56x3	½
8	361	4.7	230	40.3	77-2400	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15735	Ha	B4IA	473	D	CD	119½	65	34	41x2½	56x3	½
9	479	4.7	318	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 15733	Ha	B4IA	473	D	CD	118¼	163¾	34	41x2½	56x3	½
10	479	4.6	318	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Cle	Tim 26050	Ha	B4IA	473	D	CD	168¼	33¾	34	41x2½	56x3	½
11	611	4.5	410	54.1	130-2000	L	G	A	7-3½	16⅝	PC	Ha	Zen	M	DR	DR	P.Lo	Lo	Spi	Tim 26050	Ros	BO4IA	720	D	TX	127	72½	24	41x3	56x4	½
12	230	5.3	152	23.4	68-2800	L	C	A	7-2 1/16	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	280	P	21	.....	.....	.....	38½x2	57x2¼	N
13	230	5.3	152	23.4	68-2800	L	C	A	7-2 1/16	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	246	C	2I	102	60	34	40x2	50x2½	O
14	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	P.Ow	Ow	Cle	Own	Ros	L4IH	289	a	2I	105	60	34	40x2¼	52x2½	½
15	268	4.9	175	27.3	75-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	289	a	21	116	60	34	40x2½	52x2½	½
16	309	4.9	200	31.5	85-2800	L	C	A	7-2⅝	12	CC	No	Str	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IH	344	a	FD	124	68	34	44x3	54x3	½
17	358	4.9	230	36.4	110-2800	L	C	A	9-2⅝	12½	CC	Mo	Sch	M	DR	DR	dp.Lo	Mc	Cle	Own	Ros	L4IHV	390	a	FD	143	83	34	44x3	56x3½	½
18	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10⅜	FP	No	Str	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IH	380	G	TX	129½	Opt	31½	40x2½	50x3	½
19	248	5.1	150	27.3	65-2600	L	G	C	7-2⅝	10⅜	FP	No	Str	M	DR	DR	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
20	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.BB	Yo	Spi	Tim	Ros	L4IHV	452	G	TX	129½	Opt	31½	40x2½	50x3	½
21	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Tim	Ros	L4IHV	578	G	TX	106	Opt	31½	40x2½	50x3	½
22	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
23	339	4.7	225	38.4	73-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	658	G	TX	106	Opt	31½	40x2½	50x3	½
24	360	4.7	238	40.3	80-2200	L	G	C	7-2⅝	13¼	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
25	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	768	H	TD	106	Opt	31½	40x2½	50x3	½
26	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	G	TD	106	Opt	31½	40x2½	50x3	½
27	529	4.9	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Own	Ws4IA	847	G	TD	118	Opt	31½	42x3	60x3½	½
28	428	4.4	280	45.9	93-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 1/16	Opt	31½	40x2½	50x3	½
29	478	4.4	318	51.2	103-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 1/16	Opt	31½	40x2½	50x3	½
30	529	4.4	355	51.2	115-2200	L	G	C	7-3	15	PC	Mo	Str	M	AL	AL	D.Fu	Yo	Spi	Shu	Ros	L4IHV	893	H	TD	92 1/16	Opt	31½	40x2½	50x3	½
31	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	N
32	214	5.0	137	28.0	72-3300	L	C	A	4-2⅜	6⅜	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 30000H	Ros	L4IH	269	P	TX	96	57	34	38x2¼	50x2½	½
33	255	5.0	175	28.0	68-2600	L	G	C	4-2⅜	7⅝	CC	No	Zen	M	DR	DR	P.Lo	Pe	Spi	Tim 31000H	Ros	L4IH	282	P	TX	96	57	34	38x2¼	50x2½	½
34	358	4.4	230	38.4	80-2500	L	G	C	-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 31000H	Ros	L4IHV	330	a	CX	144	91	34	42x2½	54x3	½
35	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	396	a	CX	144	91	34	42x2½	54x3	½
36	358	4.4	230	38.4	80-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	392	a	CX	144	91	34	42x2½	54x3	½
37	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	O2IMV	466	s	JX	144	91	34	42x2½	54x3	½
38	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 33000H	Ha	L4IHV	397	a	CX	144	91	34	42x2½	54x3	½
39	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
40	381	4.4	240	40.8	85-2500	L	G	C	7-2⅝	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
41	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000H	Ros	L4IHV	664	a	CX	172	108	34	48x3	54x3	½
42	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	O2IMV	576	a	JX	172	108	34	48x3	54x3	½
43	462	4.5	300	45.9	125-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450TN	Ros	Ws4IA	690	a	CX	172	108	34	48x3	60x4	½
44	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	500	s	JX	172	108	34	48x3	54x3	½
45	489	4.5	295	43.4	125-2400	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
46	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
47	549	4.5	330	48.6	99-2000	L	G	C	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27050TW	Ros	Ws4IA	690	a	CX	163	107	34	48x3	60x4	½
48	677	4.4	440	60.0	125-2000	L	G	A	4-3½	11⅜	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O2IMV	666	s	JX	168	107	34	48x3	54x3	½
49	672	17.	420	57.0	125-1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	P.BL	Mo	Spi	Tim 27450TW	Ros	Ws4IA	718	a	CX	163	107	34	48x3	60x4	½
50	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	81	41¾	32⅛	38½x2¼	50x2½	N
51	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	180	a	4X	92	51⅜	32⅛	38½x2¼	50x2½	N
52	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	226	a	TX	92	51⅜	32⅛	38½x2¼	50x2½	N
53	224	4.8	142	25.3	62-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	TX	92	51⅜	32⅛	38x2½	50x2½	N
54	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	317	a	TX	103¼	62⅝	32⅛	38½x2¼	50x2½	½
55	242	5.	162	27.3	65-2800	L	G	C	4-2⅜	8¼	CC	No	Zen	P	DR	DR	P.BB	Fe	Spi	Spi	Ros	B4IM	349	a	TX	104⅝	58⅝	32⅛	38½x2¼	50x3	½
56	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 1/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	524	a	TX	104⅝	58⅝	32⅛	38x2¼	50x3	½
57	299	5.0	193	33.8	85-2750	L	G	C	4-2⅝	9 1/16	FP	Mo	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IM	594	a	TX	127⅞	79 1/16	32⅛	38x2¼	50x3	½
58	322	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	P. Fu	Fe	Spi	Tim	Ros	B4IM	594	a	TX	129¾	79 11/16	32¼	40x3	56x3	½
59	354	5.2	225	36.5	90-2750	L	G	C	4-2⅜	10	FP	Mo	Str	P	DR	DR	P. Fu	Fe	Spi	Cla	Ros	B4IM	670	a	TF	126¾	79 11/16	32¼	40x3	50x3	½
60	420	5.2	300	4.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P.BL	Fe	Spi	Cla	Ros	B4IMV	594	a	TX	128⅛	75 1/16	32¼	40x3	56x3	½
61	354	4.6	224	36.2	90-2750	L	G	C	4-2¾	10	FP	Mo	Str	P	DR	DR	D. Fu	Fe	Spi	Eat	Ros	B4IM	670	a	TX	126¾	76¼	32¼	40x3	56x3	½
62	462	4.6	300	45.9	100-2000	L	G	C	7-3	12⅞	FP	Mo	Str	P	DR	DR	P. BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
63	420	5.2	300	44.4	130-2800	L	G	C	5-2¾	12¾	FP	No	Str	P	DR	DR	P. BL	Fe	Spi	Eat	Ros	B4IMV	670	a	TX	128⅛	75⅝	32¼	40x3	56x3	½
64	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P. BL	Mo	Spi	Eat	Ros	B4IMV	708	a	TX	128 1/16	73 1/16	34	40x3	56x4	½
65	516	4.5	330	51.2	110-2000	L	G	C	7-3	12⅞	FP	Wa	Str	P	DR	DR	P. BL	Mo	Spi	Eat	Ros	Ws4IA	902	a	TX	128 1/16	73 1/16	34	40x3	56x4	½
66	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 13/16	CC	No	Str	M	DR	DR	P. Lo	Mc	MM	Cla F212	Ros	B4IM	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	O
67	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 13/16	CC	Ha	Str	M	DR	DR	P.Lo	Mc	MM	Cla F212	Ros	B4IMV	231	a	4I	83¼	48⅛	33 11/16	36x1¾	45x2½	½
68	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 13/16	CC	Ha	Str	M	DR	DR	dp. Lo	Mc	MM	Tim 31010	Ros	B4IMV	284	D	4I	97¼	60	34	39x2	56x3	½
69	230	4.6	154	25.4	75-3200	L	G	C	4-2½	8 13/16	CC	Ha	Str	M	DR	DR	dp. Lo	Mc	MM	Tim 31020	Ros	B4IMV	420	a	4I	97 1/16	60	34 1/16	39x2½	56x3	½
70	358	5.1	254	38.4	110-2800	F	G	A	7-2⅞	11 7/32	FP	Wa	Str	M	DR	DR	P.Li	Mc	MM	Tim 31020	Ros	B4IMV	420	D	4I	97 1/16	60	34 1/16	39x2½	56x3	½
71	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	282	a	TD	144	90⅜	33	41x2¼	52x3	½
72	358	6.2	228	38.4	80-2400	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	330	a	TD	144	90⅜	33	41x2½	52x3	½
73	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L4IHV	391	a	TD	144	90⅜	33	41x2½	52x3	½
74	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
75	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
76	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	391	a	TD	168	105 1/16	33	41x2½	52x3	½
77	381	6.5	242	40.8	85-2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	41x2½	52x3	½
78	462	4.6	300	45.9	102-2200	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L4IHV	460	a	TD	168	105 1/16	33	41x2½	52x3½	½
79	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115¾	33	42x3	56x3½	½
80	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452H	Ros	L4IHV	560	a	TD	192	117½	33	42x3	56x3½	½
81	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35100H	Ros	L4IHV	560	a	TD	192	117½	33	40x3	56x3½	½
82	517	4.6	335	51.3	110-2300	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim35100TW	Ros	Ws4IA	617	a	TD	207	115¾	33	40x3	56x3½	½
83	462	4.6	300	45.9	102-2400	L	G	C	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 16302	Ros	T2IMV	470	a	TD	124	88	37	44x3	56x3½	½
84	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	dp. BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	746	a	TD	192	117½	33	42x3	56x4	½
85	677	5.5	465	60.	145-2000	L	G	C	4-3½	11¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim27452TW	Ros	Ws4IA	617	a	TD	207	115¾	33	42x3	56x3½	½
86	260	4.8	150	29.4	54-1800	L	C	S	7-2⅝	10 11/16	FP	No	Zen	V	DR	LN	P.Ow	Ow	Spi	Own 4D	Ha	L4IH	276	a	TX	.....	.....	34½	39x2¼	50x2½	N
87	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
88	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
89	289	4.3	170	25.6	45-1800	L	G	[illegible]	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2¼	50x2½	N
90	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
91	240	4.6	150	26.3	*68-2400	L	G	C	4-2½	8 11/16	FP	Mo	Str	M	DR	DR	P.Lo	Ow	Spi	Own 4D	Ros	L4IHV	276	a	TX	98	60	34	39x2¼	50x2½	½
92	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	MM	Own 4D	Ha	L4IH	276	a	TX	112	58¼	34⅝	39x2½	50x2½	N
93	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
94	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
95	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	CX	115 1/16	68 1/16	34⅝	41x2½	54x3	N
96	289	4.3	170	25.6	45-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IHV	343	a	TX	115¾	68 1/16	34⅝	41x2½	54x3	N
97	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	414	a	CI	107½	67½	34	41x2½	54x3	N
98	299	5.5	202	33.7	77-2400	L	C	C	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 7D	Ha	L4IH	343	a	TX	123¾	76¾	34	39x2½	54x3	N
99	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 51A	Own	O2IM	335	a	CX	146	84¾	34	40½x2½	54⅜x3	N
100	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	140 11/16	84 11/16	34	41x2½	54x3	N
101	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 11D	Ros	LO4IHV	484	a	CI	107½	67½	34	41x2½	54x3½	N
102	299	5.5	202	33.7	77-2400	L	C	S	7-2⅝	10 11/16	FP	Ha	Zen	V	DR	DR	P.Ow	Ow	Spi	Own 11DC	Ros	LO4IHV	414	a	2I	150⅜	74¾	34	41x2½	54x3	N
103	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	483	a	CI	160	100	34 1/16	42x3	54x3	½
104	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	O4IHV	553	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
105	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IHV	591	a	CI	160	100	34 1/16	42x3	56x3½	½
106	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 6D	Ros	O4IA	553	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
107	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	591	a	CI	172	107	34 1/16	42x3	56x3½	½
108	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 2D	Own	OPXM	224	a	2I	148½	93½	34⅛	40½x3	56x3½	½
109	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	OPXM	224	a	2I	176	120	38½	42x3	57x5	N
110	326	4.3	207	28.9	54-1600	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 55	Own	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
111	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	144⅞	84⅞	34 1/16	42x3	56x3½	½
112	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	160	100	34 1/16	42x3	56x3½	½
113	434	4.9	275	42.08	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	2I	215	131½	34 1/16	42x3	56x3½	½
114	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	156¾	91¾	34 1/16	42x3	56x3½	½
115	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	633	a	CI	172	107	34 1/16	42x3	56x3½	½
116	580	4.6	385	51.3	130 2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
117	326	4.3	207	28.9	54-1800	L	G	C	3-2¼	11⅜	FP	Ow	Zen	V	Ei	ns	P.Ow	Ow	Spi	Own 52	Own	OPXM	224	a	2I	167⅝	107⅛	42½	44x3	51⅞x5	N
118	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	E	LN	LN	P.Ow	Ow	Spi	Own 9D	Ros	O4IA	623	a	CI	156¾	91¾	34 1/16	42x3	51⅞x5	N
119	580	4.6	385	51.3	130-2050	H	C	S	7-3	15 11/16	FP	Ow	Zen	M	DR	LN	P.Ow	Ow	Spi	Own 5D	Ros	O4IA	623	a	TD	100	65	36	44x3	55¾x5	N
120	434	4.9	275	42.8	105-2100	H	C	S	7-2¾	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 9D	Ros	O41A	623	A	CI	160	100	34 1/16	42x3	51⅞x5	N
121	134	5.1	100	15.6	48-3200	L	C	C	3-2 1/16	5 1/16	CC	No	Til	M	AL	AL	P.Ow	Fe	.....	Own 77	....	B4IM	134	P	4I	.....	.....	....	30x1¾	46x1¾	N

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL (See Keynote) Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. (Stripped)	TIRE SIZE Front	TIRE SIZE Rear	MAJOR UNITS ENGINE Make and Model	ENGINE No. of Cylinders Bore and Stroke	TRANSMISSION Make and Model	TRANSMISSION Location and Forward Speeds	TRANSMISSION Aux. Location and Speeds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive and Torque	REAR AXLE GEAR RATIOS In High	REAR AXLE GEAR RATIOS In Low	FRAME Side Rail Dimensions	FRAME Type
	Four-Wheel-Drive																					
1	Coleman	E52	2½	3800	120	144	12800	7200	B9.00/24	B9.00/24	Bud K393	6-4¼x4¾	Fu RU 16	U 4	A 2	Wis CR15	2F	H	Opt	Opt	10x2½x⅞	B
2		E53	3½	5300	130	180	18900	8000	B9.75/24	B9.75/24	Bud K428	6-4⅜x4¾	Fu MRU16	U 4	A 2	Wis CR26	2F	H	Opt	Opt	12x2½x⅞	B
3		E54	4–5	5600	130	180	20400	8800	B10. 50/24	B10.50/24	Bud L468	6-4¼x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
4		E55	5	6150	130	180	23000	9600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MRU16	U 4	A 2	Wis CR30	2F	H	Opt	Opt	12x2½x1⅛	B
5		E55B	5–6	7200	144	180	24500	10600	B11.25/24	B11.25/24	Bud L525	6-4½x5½	Fu MHU16	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2½x1¼	B
6		E56	6–7½	7800	144	180	29800	11600	B10.50/24	DB10.50/24	Bud GF6	6-4⅞x6	Fu MHU	U 4	A 2	Wis CR122	2F	H	Opt	Opt	12x2½x1¼	B
7		E57	7½–10	9700	144	180	32000	12400	B11.25/24	DB11.25/24	Ste LT6	6-5¼x6	BL 714	U 4	A 2	Wis CR122	2F	H	Opt	Opt	16x3½	T
8	Corbitt (3)	10FB6	1½–2	2300	Op	Op		4420	B6.50/20	DB6.50/20	Con 25A	6-5¾x4	BL 214	U 4	A 2	Tim 53200H	8F	H	6.20	Opt	8½x3¼	T
9		9FB6	2–2½	3200	Op	Op		5060	B7.00/20	DB7.00/20	Con 20C	6-3½x4½	BL 224	U 4	A 2	Tim 54200H	8F	H	6.80	Opt	8½x3¼	T
10		12FB6	2½–3½	4000	Op	Op		5630	B7.50/20	DB7.50/20	Con E602	6-4¼x4½	FuL 5A38	U 5	A 2	Tim 56200H	8F	H	7.40	Opt	9x3¼	T
11		12FD6	2½–3½	4300	Op	Op		5730	B7.50/20	DB7 50/20	Con E602	6-4¾x4½	FuL 5A38	U 5	A 2	Wis 4916L	2F	H	7.36	Opt	9x3¼	T
12		15FD6	3–4	5700	Op	Op		8100	B8.25/20	DB8.25/20	Con 21R	6-4⅜x4¾	FuL 5A53	U 5	A 2	Wis 70000L	2F	H	8.00	Opt	9x3¼	T
13		18FD6	3½–5	6300	Op	Op		9200	B9.00/20	DB9.00/20	Con 22R	6-4½x5¼	FuL 5A53	U 5	A 2	Wis 1237H	2F	H	8.00	Opt	9x3¼	T
14	Fageol	685RB	8–10	7100	174	174	42000	12750	B10.50/24	DB10.50/24	Wau 6RB	6-5x5¾	BL734	U 4	A 3	Tim 68720W	WF	R	6.54	144.	8½x4x3¼	C
15	FDW	H4	1½–2	3325	120	160	11000	5300	P34x7	P34x7	Wis 8U	4-4x5	Cot A	A 4	Op	Own H	BF	H	7.86	38.0	5½x2¼x⅜	C
16		H6	2–2½	3385	133	180	13000	5900	P9.00/20	P9.00/20	Wau MS	6-3¼x4¼	BL 51	U 4	No	Own H	BF	H	8.92	47.7	5½x2¼x⅜	C
17		HH-6	2½–3	4135	138	170	16000	6900	P9.75/20	P9.75/20	Wau MK	6-4½x4¾	BL 55	A 7	R 2	Own U	BF	H	6.95	84.7	5½x2¼x⅜	C
18		B 3		4200	124	156	15500	6460	S36x6	S36x6	Own A	4-4¾x5½	Cot DAF	A 3	Op	Own B	BF	H	8.9	35.6	5½x2¼x⅜	C
19		CU-6	3½–4	4985	147	179	19500	8000	B10.50/20	B10.50/20	Wau SRS	6-4½x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3⅜	C
20		CU6A	3½–4	4685	147	179	19000	7800	B10.50/20	B10.50/20	Wau SRS	6-4½x5½	BL 615	U 5	Op	Own U	BF	H	6.72	55.2	7x3⅜	C
21		SSU	4–5	5135	147	179	22000	8300	B11.25/20	B11.25/20	Wau SRL	6-4½x5½	Own U	A 5	Op	Own U	BF	H	7.35	73.	7x3⅜	C
22		SSUA	4–5	4835	147	179	21500	8100	B11.25/20	B11.25/20	Wau SRL	6-4¾x5½	BL 706	U 5	Op	Own M	BF	H	7.35	73.	7x3⅜	C
23		M5	5–7½	7400	165	195	29500	11200	B12.75/20	B12.75/20	Wau SRK	6-4¾x5½	BL 714	U 4	A 2	Wis 131W	2F	H	10.0	207.	8x3⅜	C
24		MF6	5–6	5785	147	179	24500	9100	B10.50/20	DB10.50/20	Wau SRK	6-4¾x5½	Own U	A 5	Op	Own M	BF	H	7.35	73.0	8x3⅜	C
25	(Fr't.-Wh.-Dr.) LBU		5–6	4800	171	Op	23500	9000	B9.00/20	DB9.00/20	Wau SRS	6-4½x5½	BL 55	U 4	Op	Own U	D	H	7.35	39.5	7x3⅜	C
26		M7	7½–10	8500	165	195	37000	12400	P40x10	DP40x10	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis 131W	2F	H	8.36	173.	10x3x⅜	C
27		(T) 60-T	20–25	6300	134	Op	60000	10000	B10.50/20	DB10.50/20	Wau 125	6-4¾x5½	Own U	A 5	Op	Own M	BF	H	7.35	73	7x3⅜	C
28		(T) 72-T	25–30	7000	120	Op	72000	10450	B9.75/20	DB9.75/20	Wau 125	6-4¾x5½	BL 724	U 4	No	Wis 1237	2F	H	6.7	47.4	8x3¼	C
29	Indiana	12X4	1½	2650	141	...	10000	4350	B6.50/20	DB6.50/20	Her JXC	6-3¾x4¼	BL	U 4	A 2	Tim 53200H	8F	H	5.14	54.0	7½x2½x⅓	C
30		14X4	2½	3950	141	...	14000	5900	B7.50/20	DB7.50/20	Her WXB	6-3¾x4½	BL	U 4	U 2	Wis	8F	H	5.40	50.0	7½x2½x⅓	C
31		16X4	3	4850	156	...	16000	7500	B8.25/20	DB8.25/20	Her WXC2	6-4¼x4½	BL	U 4	U 2	Wis	2F	H	6.06	89.0	8¾x3¼	C
32		18X4	3½	5850	160	...	21000	9000	B9.00/20	DB9.00/20	Her YXC	6-4⅝x4¾	BL	U 4	A 2	Wis	2F	H	7.83	110.	8½x3x⅜	C
33		18x4A	3½	5400	160	224	21000	8700	B9. 00/20	D9. 00/20	Her YXC3	6-4¾x4¾	BL	U 4	A 2	Tim	8F	H	6.14	38. 6	8½x3x¾	C
34		20X4	4½	7200	188	...	24000	10600	B9.75/20	DB9.75/20	Her HXB	6-5x6	BL	U 4	A 2	Wis	2F	H	8.00	128.	9x3x¾	C
35		22X4	5	10000	200	...	31000	14000	B10.50/20	DB10.50/20	Her HXC	6-5¼x6	BL	U 4	A 2	Wis	2F	H	9.11	86. 0	8½x3¼x1⅛	C
36	Le Moon (c.o.e.)	1100	5	***	94	145		9300	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 7341	U 4	No	Tim 66725W	WF	H	8.2	51. 4	9x4x¼	C
37	Mar.-Herr	A10	1½–2	2350	135	155		4650	B6.50/20	DB6.50/20	Her JXA	6-3¼x4¼	WG T9	U 4	A 2	Own-Tim	BF	H	6.60	82. 3	7½x2½x⅓	C
38		A20	2½–3	3250	135	155		5150	B7.50/20	DB7.50/20	Her JXC	6-3¾x4¼	Cla R103	U 5	A 2	Own-Tim	BF	H	5.83	99. 9	7½x2½x⅓	C
39		A30	3½–4	4300	157	167		7000	B8.25/20	DB8.25/20	Her WXC	6-4x4½	Fu 5A380	U 5	A 2	Own-Tim	BF	H	6.17	105.	9½x3x⅓	C
40		A40	4–4½	4800	155	167		7500	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu 5A380	U 5	A 2	Own-Tim	BF	H	7.80	133.	9½x3x⅓	C
41		A50	4–4½	5700	158	167		8150	B9.00/20	DB9.00/20	Her WXC3	6-4¼x4½	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	136.	9½x3x⅓	C
42		TH300	4½	6150	163	193		8985	B9.75/20	DB9.75/20	Her YXC	6-4¾x4¾	Fu 5A380	U 5	A 2	Own-Wis	2F	H	8.0	143.	8½x3x⅜	C
43		TH310	5–5½	7150	163	193		9620	B9.75/20	DB9.75/20	Her YXC3	6-4¾x4¾	Fu 5A530	U 5	A 2	Own-Wis	2F	H	8.0	153.	8½x3x⅜	C
44		TH310A	6	8050	163	193		10120	B9.75/22	DB9.75/22	Her RXC	6-4¾x5¼	Fu 5A530	U 5	A 2	Own-Wis	2F	H	8.05	146.	8½x3x⅜	P
45		(13) TH315	7	9350	180	216		10950	B10.50/20	DB10.50/20	Her HXB	6-5x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	146.	8½x3x⅜	P
46		(13) TH320	8–9	11500	198	228		14200	B10.50/24	DB10.50/24	Her HXC	6-5¼x6	BL 724	U 4	A 3	Own-Wis	2F	H	8.05	166.	10x3x⅜	P
47	Oshkosh	JB	1½–2	2085	146	170	10550	4975	B7.00/20	DB7.00/20	Her JXB	6-3⅝x4¼	WG T9	U 4	A 2	Own JB	F	H	5.14	63.7	6x3½x¼	T
48		JC	2	2185	146	170	10565	4990	B7.00/20	DB7.00/20	Her JXC	6-3¾x4¼	Fu MLU	U 4	A 2	Own JC	F	H	5.14	51.4	6x3½x¼	T
49		LB	2–2½	4375	146	165	13900	6700	B9.00/20	B9.00/20	Her JXC	6-3¾x4¼	BL 51-4	U 4	No	Own LB	2F	H	7.3	39	6x3⅜x¼	T
50		LC	2½–3	4575	146	165	15150	6950	B9.00/20	B9.00/20	Her WXC	6-4x4½	Fu 5A380	U 5	No	Own LC	2F	H	7.3	53.1	7x3⅜x¼	T
51		B3S	3½–4	4960	146	165	19475	8175	B10.50/20	B10.50/20	Her WXC3	6-4¼x4½	Fu 5A380	U 5	A 2	Own B3S	8F	H	6.10	86.2	7x3⅜x½	L
52		B3D	3½x4	5390	146	165	19700	8400	B10.50/20	B10.50/20	Her WXB3	6-4¼x4½	Fu 5A380	U 5	A 2	Own B3D	2F	H	7.00	98.0	7x3⅜x½	L
53		C3S	4–5	5150	148	165	21850	8350	B11.25/20	B11.25/20	Her YXC2	6-4½x4¾	Fu 5A530	U 5	A 2	Own C3S	8F	H	6.10	86.8	7x3⅜x½	L
54		C3D	4–5	5795	146	165	22200	8700	B11.25/20	B11.25/20	Her YXC2	6-4½x4¾	Fu 5A530	U 5	A 2	Own C3D	2F	H	6.40	90.2	7x3⅜x½	L
55		FC	5	5990	146	165	22725	9225	B11.25/20	B11.25/20	Her RXB	6-4½x5¼	Fu 5A530	U 5	No	Own FC	2F	H	7.60	67.6	7x3⅜x½	L
56		FB	5–6	6350	146	165	25000	9500	B11.25/20	B11.25/20	Her RXC	6-4¾x5¼	Fu 5A530	U 5	A 2	Own FB	2F	H	7.60	106.	7x3⅜x½	L
57		FD	6–7½	7350	146	165	30000	11500	B10.50/20	DB10.50/20	Her RXC	6-4¾x5¼	Fu 5A530	U 5	A 2	Own FD	2F	H	7.20	101.	8x3⅜x½	L
58		BG3	7½–10	8500	165	175	37000	13200	P40x10	DP40x10	Her GXB	6-5x5¾	BL 734	U 4	A 3	Own BG3	2F	H	6.20	101.	10x3¼x½	L
59		GD	10	9800	165	175	38000	14200	B13.50/20	B13.50/20	Her HXD	6-5½x6	BL 734	U 4	A 3	Own GD	2F	H	6.10	99.3	10x3¼x½	L
60	Walter	FN	2½–3½	4600	120	144	16000	6500	B9.75/20	B9.75/20	Own 6MK	6-4½x4¾	Own FN	U 5	No	Own FN	2D	H	7.0	70.0	7x2¼x¼	P
61		FM	3½–5	5500	120	144	20000	7500	B9.00/20	DB9.00/20	Own 68RL	6-4⅜x5½	Own FM	U 5	No	Own FM	2D	H	6.0	60.0	12x2¾x¼	P
62		FCKD	5–6	6600	124	136	25000	9000	B9.75/24	DB9.75/24	Own 8RK	6-4¾x5½	Own FK	U 5	No	Own FK	2D	H	8.5	85.0	11x3¼	P
63		FCS	5–7	7200	136	160	27000	9500	B9.75/24	DB9.75/24	Own 68RK	6-4¾x5½	Own FK	U 5	No	Own FH	2D	H	8.5	85.0	13x3¼	P
64		FBS	5–7	8000	136	160	27000	9500	B10.50/24	DB10.50/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FH	2D	H	8.5	85.0	13x3¼	P
65		FBRS	7–10	8600	136	160	35000	10500	B11.25/24	DB11.25/24	Own 6RB	6-5x5¾	Own FH	U 5	No	Own FHR	2D	H	8.5	85.0	13x3¼	P
	Six-Wheelers																					
66	B'kway 180SBT		2C 5–7½	4200	212	224	28000	9795	B8.25/20	BD8.25/20	Con 32B	6-4½x4½	Fu 5A38	U 5	Op	Tim SBT-251	8F	T	6.14	48.5	8¼x3x¾	B
67	Corbitt	168FD	6 2–3	5500	Op	Op		5110	B6.50/20	DB6.50/20	Con E602	6-4½x4½	Fu 5A38	U 5	A 2	Tim SD75H	2F	R	7.36	Opt	7x3½x¼	T
68		(3) 168FD8	6 2½–4	5900	Op	Op		7040	B7.50/20	DB7.50/20	Lyc AEF	8-3¾x4¾	Fu 5A53	U 5	A 2	Tim SD75W	2F	R	7.36	Opt	8x3½x¼	T
69		208W6	4R 3–5	5720	Op	Op		9000	B7.50/20	DB7.50/20	Con 20R	6-4½x4¾	BL 615	U 5	No	Tim SW1511TW	w/2F	R	Opt	Opt	8x3½x¼	T
70		288W6	4R 5–7½	6380	Op	Op		10000	P34x7	DP34x7	Con 21R	6-4⅝x4¾	BL 607	A 7	No	Tim SW2511TW	w/2F	R	Opt	Opt	8x3⅜	T
71		28SFD6	6 5–7½	8900	Op	Op		11700	B8.25/20	DB8.25/20	Con 22R	6-4½x5¼	Fu 5A53	U 5	A 2	Tim SD251W	2F	R	8. 44	Opt	9x3x¼	T
72		368W6	4R 7½–10	8800	Op	Op		11500	P36x8	DP36x8	Con 21R	6-4¾x4¾	BL 607	A 7	No	Tim SW310W	w/2F	R	Opt	Opt	10½x3x⅜	T
73		368FD6	6 7½–10	12300	Op	Op		14600	B9.00/22	DB9.00/22	Her HXB	6-5x6	BL 734	U 4	A 3	Tim SD320W	2F	R	8. 15	Opt	10½x3x⅜	T
74		408W6	4R 10–15	11000	Op	Op		13000	P38x9	DP38x9	Con 16H	6-4¾x5¾	BL 707	A 7	No	Tim SW420W	w/2F	R	Opt	Opt	10½x3x⅜	T
75		458FD6	6 10–15	16900	Op	Op		15400	B9.75/22	DB9.75/22	Her HXC	6-5¼x6	BL 734	U 4	A 3	Tim SD420W	2F	R	8.15	Opt	10½x3x⅜	T
76	Day Elder	150	3	1645	159	189	15000	5400	B6.50/20	DB6.50/20	Her JXB	6-3⅝x4¼	WG T9	U 4	No	Tim SBT75	BF	H	5.66	36.2	7x3¼x¼	T
77		285	4R 8	5295	205	234	29500	12000	B8.25/20	DB8.25/20	Her RXC	6-4⅜x5¼	BL 534	U 4	No	Ti SWD251H	WF	R	7.50	47.6	10x3¼x⅜	C
78		345	4R 10	6395	205	234	34500	12500	B9.00/20	DB9.00/20	Her RXC	6-4⅜x5¼	BL 534	U 4	No	TiSWD320W	WF	R	8.50	54.0	10x3¼x⅜	C
79		402	4R 12	7495	205	234	40200	14200	B9.75/20	DB9.75/20	Her RXC	6-4½x5¼	BL 725	U 5	No	TiSWD420W	WF	R	9.0	63.6	10x3¼x⅜	C
80	Diamond T	801	4R 4	4140	189	219	21000	8500	P36x8	P36x8	Her YXC	6-4¾x4¾	BL 55	A 7	No	Own	WF	H	Opt	Opt	6½x3¾x⅛	P
81		1201	4R 6	5600	180	210	28000	11000	P34x7	DP34x7	Her RXB	6-4½x5¼	BL 60	A 7	No	Tim SW200	WF	R	Opt	Opt	9x3½x¼	P
82		1602	4R 8	6400	175	210	36000	11700	P36x8	DP36x8	Her RXC	6-4¾x5¼	BL 60	A 7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
83		1603	4R 8	7500	184	224	36000	12500	P36x8	DP36x8	Wau 6RB	6-5x5¾	BL 70	A 7	No	Tim SW320	WF	R	Opt	Opt	9x3½x¼	P
84	Dodge	G850	2C 1¼–4	935	153	153	12000	3650	B6.00/20	P32x6	Own	6-3¼x4¼	Own	U 4	No	Own	SF	H	5.85	36. 1	7½x2¼x⅜	T
85	Bros.	F875	2C 3–9	3995	221	221	30000	8350	B9.00/20	DB9.00/20	Own	6-3⅜x5	Own	U 4	No	Own	SF	H	7.13	48. 2	10x3¼x¼	T
86	Fageol	226HP	2R 5–6	3150	195	220	22600	7600	B7.50/20	DB7.50/20	Wau 6–90	6-3½x4¾	BL234	U 4	No	Tim SBT151	BF	R	7.4	47.4	6x3⅜	T
87		326HP	2R 6–8	4350	195	220	30400	9700	B9.00/20	DB9.00/20	Wau 6–110	6-4x4½	BL524	U 4	No	Tim SBT251	BF	R	7.8	56.8	8x3¼	T
88		8-46HP	2R 8	7800	195	220	40500	13500	B9.75/20	DB9.75/20	Wau 6–125	6-4¼x5½	BL 734	U 4	A 2	Tim Own	WF	R	5.7	120.	8x3½x¼	A
89		8-46AL	4R 8	8800	195	220	40500	11400	B9.75/20	DB9.75/20	Wau 6-125	6-4½x5½	BL 734	U 4	A 3	Tim Own	WF	R	5.7	120.	15x4x⅝	A
90		10-46RB	4R 10	9000	232	232	56000	14700	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.	8½x4x¾	A
91		10-46AL	4R 10	10000	232	232	56000	12600	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 734	U 4	A 3	Tim Own	WF	R	6.2	135.	15x4x⅝	A
92	Federal	22	4R 3	1670	172	198	15000	5000	B6.00/20	DB6.00/20	Her JXB	6-3¾x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2½x⅓	TL
93		21	2R 3	1420	172	198	15000	4800	B6.00/20	DB6.00/20	Her JXB	6-3⅝x4¼	WG T9	U 4	No	Cla B412	SF	R	6.38	40.8	8½x2½x⅓	TL
94		36	2R 4½	2975	192	218	24000	7700	B7.50/20	DB7.50/20	Wau 6MK	6-4¼x4¾	Cla R908	U 5	No	Cla B642	SF	R	7.16	58.2	10x3½x¼	TL
95		37	4R 4½	3350	192	218	24000	8100	B7.50/20	DB7.50/20	Wau 6MK	6-4¼x4¾	Cla R908	U 5	No	Cla B642	SF	R	7.16	58.2	10x3½x¼	TL
96		T10SW	2R 7	3895	188	224	28000	9550	P34x7	DP34x7	Con 20R	6-4¼x4¾	Cla B710	A 5	No	Tim 58200H	8F	H	7.8	50. 6	7½x3½x¼	C
97	FWD	MX6	6 10–15	12255	200	Op	48000	17800	B13.50/20	B13.50/20	Wau RB	6-5x5¾	BL 714	U 4	A 2	Wis 131TW	2F	H	8.36	173.	10x3x⅜	C
98		X6	4F 6–10	7385	170	Op	36000	12000	B9.75/20	DB9.75/20	Wau 8RK	6-4¼x5½	Own U	A 5	Op	Own X	BF	H	7.35	73	7x3⅜	C
99	(6) Gen. Mo.	T95	4R 9–11	7695	189	224	40000	13250	P34x7	DP34x7	Own 525	6-4½x5½	Own	U 4	Op	Own	WF	R	8.50	53.3	9½x4¼x⅜	C
100		T130	4R 12–15	9490	189	224	50000	14545	B9.75/20	DB9.75/20	Own 616	6-4¼x5½	Own	U 4	A 3	Own	WF	R	9.50	119.	9½x4¼x⅜	C
101	Hendrick'n.	21D	4R 2–6	3500	Op	Op	21000	6800	B7.50/20	DB7.50/20	Wau 6-90	6-3½x4¾	Fu 5A38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x⅞	P
102		25D	4R 3–8	3900	Op	Op	25000	8000	B8.25/20	DB8.25/20	Wau 6-110	6-4x4¾	Fu 5A38	U 5	No	Own 985	SF	H	Opt	Opt	8x3x⅞	P
103		32D	4R 4–9	4900	Op	Op	32000	10500	B9.00/20	DB9.00/20	Wau 6-110	6-4x4¾	Fu 5A38	U 5	No	Own 2513X	8F	R	Opt	Opt	8x3x⅞	P
104		38D	4R 5–12	6600	Op	Op	38000	11200	B9.75/20	DB9.75/20	Wau 6-125	6-4¼x5½	Fu 5A53	U 5	No	Own 2513X	8F	R	Opt	Opt	8x3x⅞	P
105		40D	4R 12	8000	Op	Op	40000	13200	B9.75/20	DB9.75/20	Wau 6-125	6-4¼x5½	Fu 5A53	U 5	No	Eat 44000	2F	R	Opt	Opt	8x3x⅞	P
106		44D	4R 12	9000	Op	Op	44000	14000	B9.75/20	DB9.75/20	Wau 6RB	6-5x5¾	BL 70-7	A 7	No	Eat 44000	2F	R	Opt	Opt	8x3x⅞	P
107	Hug	99	4R 10	10300	148	158	58500	15100	S36x8	S40x16	Bud GF6	6-4¾x6	BL 714-703	U 4	A 3	Wis SD420AW	2F	R	10.3	139.	9x4½x⅜	C
108	Ind.	958BT-151	2C 3	1875	168	186	20000	6125	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim SBT151	8F	T	7.4	45.8	7½x2¼x⅜	T
109		958W 75	4R 3	1900	168	186	20000	5800	P32x6	DP32x6	Her JXC	6-3¾x4¼	BL 224	U 4	No	Tim SW75	WF	T	7.4	45.8	7½x2¾x⅜	T
110		17ASW151	4R 3	3450	188	212	24000	7500	B8.25/20	DB8.25/20	Her WXC	6-4x4½	BL 3341	U 4	Op	Tim SW151	WF	T	6.4	403.	8½x3x⅜	A
111		178BT251	2C 4	3500	188	224	28000	8850	P34x7	DP34x7	Her YXC	6-4¾x4¾	BL 524	U 4	Op	Tim SBT251	8F	T	6.1	37.8	8½x3x⅜	A
112		178W251	4R 4	3900	188	224	28000	9500	P34x7	DP34x7	Her YXC	6-4¾x4¾	BL 524	U 4	Op	Tim SW251	WF	T	6.2	38.1	8½x3x⅜	A
113		16X6	6 3	5650	170	...	20000	8000	B7.00/20	DB7.00/20	Her RXB	6-4½x5¼	BL 5351	U 4	U 2	Wis	2F	H	4.66	30.8	8x3x¼	C

Line Number	Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	Main Bearings: Number and Diameter	Main Bearings: Length	Oiling System Type	Governor Make	Fuel Syst.: Carburetors Make	Fuel Syst.: Fuel Feed	Electrical: Ignition System Make	Electrical: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	Front Axle: Make and Model	Steering Gear Make	Brakes, Service: Make, Location, Operation	Brakes, Service: Lining Area	Brakes, Service: Drum Material	Brakes: Hand Location, Type	Body Mounting Data: Cab to Rear of Frame	Body Mounting Data: Cab to Rear Axle	Body Mounting Data: Width of Frame	Springs: Front	Springs: Rear	Springs: Auxiliary Type
1	393	4.9	260	42.0	103-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF15	Ros	W2/4IM	476	p	TD	108	78	30	48x3	48x3	C
2	428	4.7	280	45.9	107-2600	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF25	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
3	468	4.8	295	43.4	108-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
4	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF30	Ros	W2/4IM	476	p	TD	144	89	30	48x3	48x3	C
5	525	4.9	336	48.2	114-2200	L	G	C	7-3	11½	FP	Ha	Zen	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
6	638	4.3	410	54.1	126-1850	L	G	C	4-3	10 1/16	FP	Bu	Str	P	DR	DR	D.Fu	Pe	Spi	Wis CF122	Ros	W2/4IM	530	G	TD	168	105	30	48x3½	52x3½	C
7	779	4.3	475	66.1	170-1800	L	G	A	7-3	13½	FP	St	Zen	P	NE	NE	dp.BL	Pe	Spi	Wis CF122	Ros	O2/4IA	530	G	TD	Opt	105	30	48x3½	52x3½	C
8	214	4.9	142	27.3	72-3200	L	C	A	4-2⅜	6⅜	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F30B-1	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	50x2½	½
9	248	5.0	160	27.3	78-3200	L	C	A	7-2⅜	10 3/16	FP	Opt	Zen	M	DR	DR	P.BL	Pe	Spi	Wis F54B	Ros	L4IH	327	a	TX	Opt	Opt	34	40x2½	54x3	½
10	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F56B	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
11	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F-75AB	Ros	L4IH	345	a	TX	Opt	Opt	34	40x2½	54x3	½
12	428	4.6	308	45.9	118-2600	H	C	A	7-2¾	13	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211	Ros	L4IHV	660	a	TD	Opt	Opt	34	40x2½	54x3	½
13	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13 3/16	FP	Opt	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F311	Ros	L4IHV	768	a	TD	Opt	Opt	34	46x3	54x3	½
14	377	4.4	440	60.0	125-1800	L	G	A	4-3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim27050Tw	Ros	Ws4IA	757	G	FD	132	86	34	42½x3	64½x4	½
15	251	4.5	160	25.6	50-2000	H	G	C	3-2 3/16 r	8	PC	No	Zen	V	AL	AL	D.DG	Pe	Blo	Own H	Ros	OT/4XM	238	G	2I	112	81	36	42¾x2¼	52¾x2½	½
16	315	4.5	200	33.7	72-2500	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	V	NE	NE	D.BL	Pe	Blo	Own H	Ros	OT/4XM	252	G	2I	115½	81½	36	42¾x2½	52¾x2½	½
17	381	4.5	240	40.8	85-2400	L	G	C	7-2⅝	12⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	126	86	36	42¾x2½	52¾x2½	½
18	398	4.0	210	36.1	56-1350	T	G	C	3-2	12	PC	Pe	Str	G	NE	NE	O.ME	Mc	Blo	Own B	Ros	OT/4XM	238	G	2I	130	93	36	42¾x2½	52¾x2½	N
19	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	O.HS	Pe	Blo	Own U	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
20	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ha	OT/4XM	238	G	4X	132	93	36	42¾x2½	52¾x2½	½
21	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	V	NE	NE	O.HS	Pe	Blo	Own M	Ros	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	½
22	462	4.5	300	45.9	102-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ha	OT/4XM	238	G	2I	132	93	36	42¾x2½	52¾x2½	N
23	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	½
24	517	4.6	330	51.3	110-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	O4TB	722	G	4X	132	93	36	42¾x2½	54¾x2½	½
25	411	4.6	265	40.8	91-2300	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own U	Ros	O4IM	722	G	4D	Opt	Opt	42	42¾x2½	52x4	N
26	677	4.4	460	60.	145-2000	L	G	H	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B4IMV	324	G	T4	153½	110½	34	48x3½	52x4	N
27	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	PC	Wa	Zen	P	NE	NE	O.ME	Pe	Blo	Own U	Ros	O4A	610	G	T4	107	80	34	42¾x2½	52¾x2½	N
28	462	5.2	330	45.9	125-2500	F	G	H	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 1237	Ros	4A	610	G	T4	97¼	67¼	34	48x3½	52x3½	N
29	282	5.4	176	33.8	73-2800	L	G	A	7-2⅝	10 11/16	PC	Opt	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
30	298	4.7	190	33.7	70-2600	L	G	A	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IH	...	G	CD	92	56	34	37x2¼	54x2½	N
31	361	4.7	235	38.4	82-2400	L	G	A	7-2⅝	13¼	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	108	73¼	34	39½x2½	54x3	N
32	428	4.5	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	120	72	34	44x3	50x4	N
33	478	4.4	315	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Tim	Ros	L4IHV	918	G	CD	120	72	34	44x3	50x4	N
34	707	4.5	455	60.	148-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L4IHV	...	G	CD	144	88	34	44x3	50x4	N
35	779	4.5	505	66.2	163-2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws4IA	...	G	CD	168	100	34	44x3	50x4	N
36	677	4.6	460	60.	127-2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim26045TW	Ros	Ws4IA	876	a	TD	81	49½	34	48x3½	54x3½	½
37	228	5.1	156	27.3	68-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	267	a	FX	88	52	34	42x2½	50x2½	½
38	282	5.3	193	33.7	84-2800	L	G	A	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Yo	Spi	TWH	Ros	L4IH	281	a	FD	88	52	34	42x2½	50x2½	½
39	339	5.0	235	38.4	94-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	342	a	FD	119	72	34	44x3	52x3	½
40	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	TWH	Ros	L4IHV	384	a	FD	119	72	34	44x3	52x3	½
41	383	5.0	265	43.3	106-2800	L	G	A	7-2⅝	13¼	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	328	a	FD	119	72	34	44x3	52x3	½
42	428	4.4	280	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	328	a	FD	109	72	34	44x3	52x3½	½
43	478	4.4	320	51.3	104-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	410	a	FD	109	72	34	44x3	52x3½	½
44	529	4.9	350	51.3	114-2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	W2/4IA	380	a	FD	109	72	34	44x3	52x3½	½
45	707	4.5	460	60.0	148-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	FD	121	84	34	52x4	54x4	½
46	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws2/4IA	380	a	2FD	140	102	34	52x4	54x4	½
47	263	5.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Ch	MM	Own JB	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
48	282	5.3	176	33.7	73-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	Ch	MM	Own JC	Ros	L4IH	280	P	TX	93½	64	34	42x2½	50x2½	½
49	282	5.3	176	33.7	72-2500	L	G	C	7-2½	10 11/16	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LB	Ros	O4XM	142	C	2I	112¼	82	34	44x2½	50x3	N
50	339	4.7	210	38.4	70-2000	L	G	C	7-2⅝	13¼	PC	Ha	Str	M	RB	LN	D.BL	Mo	Blo	Own LC	Ros	O4XM	142	G	2I	112¼	82	34	44x2½	50x3	½
51	383	4.7	265	43.3	91-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own B3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
52	383	4.7	265	43.3	91-2000	L	G	C	7-2⅝	13¼	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own B3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
53	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own C3S	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
54	453	4.4	297	48.6	95-2000	L	G	C	7-3	15	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own C3D	Ros	B4IMV	518	G	TX	112¼	82	34	44x2½	50x3	½
55	500	4.9	330	48.6	106-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FC	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
56	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FB	Ros	B4IMV	666	G	TX	112¼	82	34	44x2½	50x3	½
57	529	4.9	350	51.3	112-2000	L	G	A	7-3	12½	PC	Ha	Zen	M	LN	RB	P.BB	Ch	Blo	Own FD	Ros	B4IMV	666	G	TX	112¼	82	34	44x3	50x4	½
58	677	4.5	440	60.0	142-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Blo	Own BG3	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
59	855	4.5	555	72.8	180-2000	L	G	A	7-3½	17	PC	Ha	Zen	M	LN	LN	dp.BL	Ch	Blo	Own GD	Ros	B4IMV	666	G	FD	119	85	36	48x3½	52x4	½
60	381	4.5	240	40.0	85-2200	L	G	C	7-2⅝	12⅜	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FN	Ros	O4FXM	450	D	FM	126	84	34	48x3	48x3	½
61	462	4.5	300	46.0	100-2000	L	G	C	7-3	13⅞	FP	Ow	Zen	P	DR	DR	P.Ow	Ow	Own	Own FM	Ros	O4FXM	450	D	FM	126	84	34	48x4	48x4	½
62	517	4.5	330	51.0	110-2000	L	G	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	114	84	36	52x4	52x4	½
63	517	4.5	330	51.0	110-2000	A	C	C	7-3	13⅞	PC	Ow	Zen	V	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
64	677	4.5	440	60.0	150-2000	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x4	½
65	677	4.5	440	60.0	150-2000	L	G	C	7-3½	10⅜	PC	Ow	Zen	P	Sc	DR	P.Ow	Ow	Own	Own F	Ros	O4FXM	600	D	FX	126	96	36	52x4	52x5	½
66	360	4.5	240	40.8	90-2500	H	G	N	7-2⅝	13	CC	KP	Zen	M	AL	AL	P.Li	GO	Spi	Shu 15692B12	Ros	L6IHV	708	G	CD	210	125	34¼	40x2½	52x4	N
67	360	4.4	240	40.8	90-2500	L	C	C	7-2⅝	11 11/16	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	L6IH	459	a	TD	Opt	Opt	34	40x2½	46x3	N
68	420	5.2	300	44.4	130-2800	L	G	A	5-2¾	12¾	FP	Ly	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F75AB	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	46x3	N
69	381	4.6	276	40.0	106-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000tw	Ros	Ws6IA	459	a	TD	Opt	Opt	34	40x2½	56x4	½
70	428	4.6	276	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000tw	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56x4	½
71	500	4.5	340	48.6	138-2500	H	C	A	7-2¾	13 3/16	FP	Op	Zen	M	DR	DR	P.Li	Pe	Spi	Wis F211W	Ros	Ws6IA	525	a	TD	Opt	Opt	34	46x3	56½x4	N
72	428	4.6	276	45.9	118-2600	H	C	C	7-2¾	13	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
73	707	4.5	460	60.0	150-2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	536	a	TD	Opt	Opt	34	46x3	66x4	½
74	611	4.5	384	54.1	127-2300	L	G	A	7-3	13 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 27450W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
75	779	4.5	508	66.2	164-2000	L	G	A	7-3½	17	FP	Op	Str	M	DR	DR	dp.BL	Pe	Spi	Wis F311W	Ros	Ws6IA	720	a	TD	Opt	Opt	34	46x3	66x4	½
76	263	4.4	164	31.5	68-2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	DR	DR	P.BB	GO	Spi	Tim 30000H	Ros	L6IH	422	a	XF	180	111	33½	40x2¼	46x3	½
77	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450H	Ros	L6IH	842	a	DF	213	120	33	46x3	64x4	½
78	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	213	120	33	46x3	64x5	½
79	529	4.4	350	51.3	114-2200	L	G	A	7-3	12½	PC	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 26450W	Ros	Ws6IA	1014	a	DF	213	120	33	45x3	64x5	½
80	428	4.4	280	45.9	93-2200	L	G	C	7-3	14	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpP	Shu 5582B	Ros	L6IHV	571	a	TD	162	103	34	45¼x2½	58x4	N
81	501	4.4	330	48.6	111-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	162	100¼	37	46x3	50x4	N
82	529	4.4	350	51.3	114-2200	L	G	C	7-3	12½	PC	Ha	Zen	M	AL	AL	D.Co	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	138¾	94¾	37	46x3	50x4	N
83	707	...	455	60.0	148-2000	L	G	C	7-3½	17	PC	Ha	Zen	M	LN	LN	D.BL	GO	SpB	Shu 678	Ros	Ws4IA	238	a	TD	141	93	37	46x3	50x4	N
84	211	5.3	130	25.3	60-3100	L	C	S	4-2¼	6¼	CC	No	Car	M	DR	DR	P.BB	Fe	Own	Own	Own	O6IHV	273	a	TX	117½	50½	34½	36x1¾	43⅜x3	N
85	309	4.7	198	21.0	96-3000	L	G	S	7-2⅝	11¾	CC	Ha	Det	M	DR	DR	P.BB	Fe	Own	Own	Jac	O6IHV	657	a	CD	218 3/16	114 11/16	34⅜	42x3	56¼x4	N
86	255	5.3	182	27.3	90-3200	F	G	A	4-2⅝	7 11/16	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 31000H	Ros	L4IHV	557	G	TX	168	115½	34	37x2½	56x4	N
87	358	5.2	254	38.4	110-2800	F	G	A	7-2⅞	12¼	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 35020H	Ros	L4IHV	643	G	FD	168	115½	34	41x2½	56x4	N
88	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114⅝	33½	41x3	46x3½	N
89	462	5.2	324	46.0	125-2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 26450N	Ros	Ws4rIA	504	H	FD	168	114⅝	33½	41x3	46x3½	N
90	677	4.4	440	60.	125-1800	L	G	A	4-3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144⅞	33½	42½x3	49½x4	N
91	677	4.4	440	60.0	125-1800	L	G	A	4-3½	11⅜	CC	No	Zen	M	DR	DR	P.BL	Pe	Blo	Tim 27050N	Ros	Ws4rIA	630	H	FD	214¼	144⅞	33½	42½x3	46x3½	N
92	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P.BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	N
93	263	5.4	164	31.5	67-2600	L	G	A	7-2½	10 11/16	PC	Mo	Car	M	DR	DR	P BB	Lo	Spi	Tim 31020H	Ge	L6IH	384	a	TX	143	86½	34	38x2½	45x3	N
94	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L6IHV	485	a	FD	168	99½	34	42x2½	44x3	N
95	381	4.8	240	40.8	85-2400	L	G	A	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BB	Lo	Spi	Cla F320	Ros	L6IHV	485	a	FD	168	99½	34	42x2½	44x3	N
96	381	4.2	237	40.8	85-2200	H	C	C	7-2¾	13 3/16	CC	Mo	Zen	M	DR	DR	P.BB	Lo	Spi	Own 7738	Ros	L6IHV	623	a	TD	182	102	34	42x2½	50x3½	N
97	677	5.2	460	60.0	125-2000	L	G	H	4-3½	11⅜	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Wis 131F	Ros	B6IMV	504	G	T4	220	145	34	48x3½	40x5	N
98	517	4.5	330	51.3	110-2400	L	G	C	7-3	13⅞	PC	Wa	Zen	M	NE	NE	D.BL	Pe	Blo	Own M	Ros	B6IA	864	G	4I	180	137	36	42¾x2½	44x3	N
99	525	4.5	380	48.6	128-2100	H	C	A	7-2¾	14 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	817	a	TX	161	100	34 3/16	50x3½	45x4	N
100	616	4.5	450	57.0	149-3100	H	C	A	7-2¾	14 11/16	FP	Ha	Str	M	DR	DR	dp.Ow	Lo	Spi	Own	Jac	B6IA	965	a	TX	161	100	34 3/16	50x3½	45x4	N
101	255	4.6	182	27.3	90-3200	F	G	C	4-2⅝	6 11/16	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40⅛x3½	31x3	N
102	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 33000H	Ros	L4IHV	295	p	TD	Opt	Opt	34	40⅛x3½	31x3	N
103	358	4.6	254	38.4	110-2800	F	G	C	7-2⅝	12½	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 35000H	Ros	L4IHV	504	G	TD	Opt	Opt	34	40⅛x3½	35½x4	N
104	462	4.6	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	MM	Tim 27450	Ros	L4IHV	504	G	TD	Opt	Opt	34	43x3½	35½x4	N
105	462	4.6	324	45.9	125-2600	F	G	C	7-3	13⅞	PC	Wa	Zen	M	DR	DR	D.Fu	Ch	Blo	Tim 27450	Ros	Ws4IA	780	G	TD	Opt	Opt	34	43x3½	35½x4	N
106	677	4.6	440	60.0	126-1850	L	G	C	4-3½	10 1/16	PC	Wa	Zen	M	DR	DR	D.BL	Ch	Blo	Tim 27450	Ros	Ws4IA	788	G	TD	Opt	Opt	34	43x3½	35½x4	N
107	638	4.3	410	54.1	126-1850	L	G	C	4-3	10 1/16	PC	Pe	Zen	M	RB	No	dp.BL	Yo	Blo	Shu 715-11	Ros	Ws4rIA	720	G	TD	139	88¼	38⅛	41⅞x3	53x4	N
108	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	559	G	TX	140	83	34	37x2¼	52x4	N
109	282	5.3	186	33.7	73-2800	L	G	A	7-2½	10 11/16	PC	No	Str	M	AL	AL	P.BL	Yo	Spi	Tim 31020	Ros	L6IHV	459	G	TX	140	83	34	37x2¼	44x3	N
110	339	4.7	210	38.4	76-2400	L	G	A	7-2⅝	13¼	PC	Op	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5572	Ros	L4IHV	559	G	CD	168	101	34⅛	39½x2½	52x4	N
111	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34⅛	40x2½	52x4	N
112	428	4.4	283	45.9	94-2200	L	G	A	7-3	14	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Shu 5582B	Ros	L6IHV	625	G	CD	168	101	34⅛	40x2½	52x4	N
113	501	5.0	330	48.6	110-2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L6IHV	...	G	CD	142	87¼	34	39½x2½	54x3	N

Line Number	MAKE AND MODEL	Wheels Driven—6-Wheelers	GENERAL See Keynoter: Tonnage Rating	Chassis Price	Standard Wheelbase	Max. W. B. Furnished	Gross Vehicle Weight	Chassis Wt. Stripped	TIRE SIZE: Front	TIRE SIZE: Rear	MAJOR UNITS: ENGINE: Make and Model	ENGINE: No. of Cylinders Bore and Stroke	TRANSMISSION: Make and Model	TRANSMISSION: Location and Forward Speeds	TRANSMISSION: Aux. Location and Speeds	REAR AXLE: Make and Model	REAR AXLE: Gear and Type	REAR AXLE: Drive and Torque	REAR AXLE: GEAR RATIOS: In High	REAR AXLE: GEAR RATIOS: In Low	FRAME: Side Rail Dimensions	FRAME: Type
1	.....18X6	6	3½	6650	170	...	28000	10500	B8.25/20	DB8.25/20	Her RXC	6–4⅝x5¼	BL	U 4	A 2	Wis	2F	H	7.83	110.	8¼x3⅜x⅞	C
2	.....20X6	6	4½	8950	188	...	36000	14000	B9.00/20	DB9.00/20	Her HXC	6–5¼x6	BL	U 4	A 2	Wis	2F	R	8.95	84.0	9x3x¼	C
3	.....22X6	6	5	12100	200	...	40000	16000	B9.75/20	DB9.75/20	Her HXD	6–5½x6	BL	U 4	A 2	Wis	2F	R	9.11	86.0	8¼x3⅜x⅝	C
4	Ken....89SBT	2C	7	2380	188	224	25500	7350	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 234	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
5	.....127SBT	2C	9	3450	188	224	26000	8000	B8.25/20	DB8.25/20	Her WXC2	6–4¼x4½	BL 334	U 4	Op	Tim SBT151	SF	A	7.4	45.5	8x3x¼	TL
6	.....146SBT	2C	9	4250	188	224	33000	9000	B9.00/20	DB9.00/20	Bud K393	6–4¼x4¾	BL 334	U 4	Op	Tim SBT251	SF	A	7.8	45.	8x3x¼	TL
7	.....D–146–SW	9		7500	210	240	33000	10500	B9.00/20	DB9.00/20	Bud 6D–415	6–4x5½	BL 5341	U 4	Op	TimSW251sw	SF	H	7.5	47.6	8x3x¼	T
8	.....186SDT	2C	10	6450	205	235	38000	10500	B9.00/20	DB9.00/20	Her YXC2	6–4½x4¾	BL 1554	U 4	A 3	Tim 8dt310w	2F	H	7.33	104.	9x3x¼	T
9	.....241SDT	2C	10	6850	205	235	40500	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 714	U 4	A 3	Tim 8dt310w	2F	H	7.33	85.5	9x3x¼	T
10	.....D–346–C	4R	10	10250	210	240	40500	14300	B9.75/20	DB9.75/20	Cum HA6	6–4⅞x6	BL 714	U 4	A 3	TimSW320W	WF	H	6.8	92.	8x3x¼	C
11	.....346A	4R	10	8800	210	240	40500	13000	B9.75/20	DB9.75/20	HaS 160	6–4¼x5½	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	84.5	8x3x¼	C
12	.....346B	4R	10	8550	210	240	40500	13000	B9.75/20	DB9.75/20	Bud GF-6	6–4¼x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x¼	C
13	.....346C	4R	10	9500	210	240	40500	14000	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW310w	WF	H	7.25	98.4	8x3x¼	C
14	.....386C	4R	10	10200	210	240	50100	14500	B9.75/20	DB9.75/20	HaS 175	6–5x6	BL 714	U 4	A 3	Tim SW410w	WF	H	7.60	103.	8x3x¼	C
15	Kleiber.... 81		5	1900	180	190	20000	6500	P32x6	DP32x6	Her JXB	6–3⅝x4¼	BL 2241	U 4	No	Tim SBT 75	BF	R	5.14	32.	7½x3¼x¼	C
16	121		7	2800	190	200	26000	8500	B8.25/20	DB8.25/20	Con 18R	6–4x4½	BL 3241	U 4	No	Tim SBT 151	BF	R	6.17	33.4	7½x3¼x¼	C
17	141		9	3950	200	210	33000	9500	B9.00/20	DB9.00/20	Con 21R	6–4⅝x4¾	BL 5241	U 4	No	Tim SBT251	BF	R	6.84	41.	7½x3⅜x¼	C
18	La Fran-R...Q6	4R	9–12	11605	216	260	40000	14900	B10.50/20	Own 312B	12–4x5	BL 714	U 4	No	Tim SWD410	WF		Opt	Opt	12x3½x¼	L
19	Le Moon(9) 701	4R	5–6	4475	187	199	.....	8500	B8.25/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	63703–97H	WF	H	6.20	43.8	7x4x¼	B
20	.....(9) 801	4R	6–7	5100	187	199	.....	9720	B9.00/20	Lyc AEC	8–3¾x4¾	Fu VUOG	U 5	No	Ti 65703–97H	WF	H	6.75	47.	7x4x¼	B
21	802	4R	6–7	5350	187	199	.....	9800	B9.00/20	Wau 6SRL	6–4⅝x5½	Fu VUOG	U 5	No	T65703–97tW	WF	H	6.75	47.1	7x4x¼	B
22	900	4R	7–8	6775	191	203	.....	12000	B9.75/20	Wau 6SRL	6–4⅝x5½	BL 607	A 7	No	TimSW310W	WF	H	9.25	86.9	9x4x¼	B
23	1000	4R	8–10	7950	196	208	.....	12600	B9.75/24	DB9.75/24	Wau 6AB	6–4½x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x¼	B
24	1200	4R	10–12	8500	196	208	.....	14000	B9.75/24	DB9.75/24	Wau 6RB	6–5x5¾	BL 714	U 4	3	TimSW410W	WF	H	9.25	128.	9x4x¼	B
25	.....1200D	4R	10–12	9750	196	208	.....	14000	B9.75/24	DB9.75/24	Cum.Die.H6	6–4⅞x6	BL 735	U 5	No	TimSW410W	WF	H	7.6	47.6	9x4x¼	B
26	Mack.....BX	4R	8–15	7950	178	207	.....	12000	B8.25/22	DB8.25/22	Own CF	6–4¼x5½	Own BX	U 4	No	Own BX6	2F	A	6.53	46.0	9½x3⅜x¼	C
27	.....BQ	4R	8–15	9350	224	248	.....	15000	B9.75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own BX6	2F	A	6.54	41.9	10½x3x¼	C
28	.....AC	4R	8–15	8500	217	257	.....	14550	P40x8	DP40x8	Own BQ	6–4¾x5¾	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8½x3x⅞	C
29	.....AK	4R	8–15	9000	217	257	.....	15900	B9 75/22	DB9.75/22	Own BQ	6–4¾x5¾	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8½x3x⅞	C
30	.....AP	4R	8–15	10500	217	257	.....	14850	P40x8	DP40x8	Own AP	6–5x6	Own AC	J 4	No	Own AC	CD	R	9.26	59.4	8x3x⅞	C
31	.....AP	4R	8–15	11000	217	257	.....	16400	B9.75/22	DB9.75/22	Own AP	6–5x6	Own AC	A 4	No	Own AK6	2F	A	7.46	47.8	8½x3x⅞	C
32	Mar.-Her.TH310A–6		10	10000	193	229	.....	14070	B9.75/22	DB9.75/22	Her RXC	6–4½x5¼	Fu 5A530	U 5	A 2	Own-Wis	2F	R	9.11	163.	8½x3x⅞	P
33	..(13)TH315	6	12–13	12500	198	234	.....	15420	B9.75/22	Her HXB	8–5x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	163.	8½x3x⅞	P
34	..(13)TH320	6	15–18	14500	225	255	.....	18450	B10.50/24	Her HXC	6–5¼x6	BL 724	U 4	A 3	Own-Wis	2F	R	9.11	188.	10x3x⅜	P
35	MorelandR.A15	2C	3	1550	153	Op	15000	5300	B6.50/20	DB6.50/20	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT75	SF	R	5.66	35.0	7⅛ x2⅝x¼	T
36	.....RA20	2C	5	1981	149	Op	20000	6100	P32x6	DP32x6	Her JXC	6–3¾x4¼	BL 224	U 4	No	Tim SBT151	SF	R	6.17	38.2	7⅛x2⅝x¼	T
37	.....BD21M	4C	5	3534	184	Op	21000	8300	B7.50/20	DB7.50/20	Her WXC3	6–4¼x4½	BL 334	U 4	No	Tim 64800	WF	R	6.40	39.6	9⅛x3½x¼	T
38	.....ED25M	4C	7	4067	184	Op	25000	8900	B8.25/20	DB8.25/20	Her WXC3	6–4¼x4	BL 334	U 4	No	Tim 65000	W	R	7.50	46.0	9⅛x3½x¼	T
39	.....HD34M	4C	10	5869	220	Op	34000	11000	B9.00/20	DB9.00/20	Her RXB	6–4½x5¼	BL 524	U 4	No	Tim 65720	W	R	8.50	62.0	9¼x3⅞x⅓	T
40	.....TD34	4C	10	7607	221	Op	34000	13250	B9.75/20	Con 16H	6–4¾x5¾	BL 724	U 4	No	Tim 68720W	W	R	8.75	62.0	11x3⅞x⅓	T
41	SterlingFBT152	2R	8½	4580	174	204	30400	9500	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	BF	R	7.8	55.5	10x3¼x¼	L
42	.....FDT152	2R	8½	4705	174	204	30400	9700	B9.00/20	DB9.00/20	Wau 6-110	6–4x4¾	Own UC7	U 5	No	Own	2F	R	9.0	52.7	10x3¼x¼	L
43	.....FDS180	4R	8–10	8605	158	Op	36000	12850	P40x8	DP40x8	Wau AB	6–4½x5¾	Own UC8	U 4	A 3	Tim 310	2F	R	9.1	113.	15x3¼x¼	L
44	.....FDS200	4R	10–12	9130	159	Op	40000	13550	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Tim 410	2F	R	9.1	113.	15x3¼x¼	L
45	*.....FCS210	4R	15–18	10175	Op	Op	42000	14750	P40x8	DP40x8	Wau RB	6–5x5¾	Own UC8	U 4	A 3	Own	CD	R	9.5	59.6	15x3¼x¼	L
46	.....FDT200	2R	12–12½	7670	178	208	40000	12050	P40x8	DP40x8	Wau 6-125	6–4⅝x5½	Own UC	U 4	Op	Own	2F	R	8.85	58.8	12x3¼x¼	L
47	.....FDT250	2R	16–16½	8855	186	216	50000	13550	P42x9	DP42x9	Wau RB	6–5x5¾	Own UC8	U 4	Op	Own	2F	R	8.85	55.5	15x3¼x¼	L
48	.....FCT180	2R	10–10½	7265	178	208	36000	11200	P36x8	DP36x8	Wau SRL	6–4¾x5½	Own UC	U 4	Op	Own	CD	R	8.2	54.5	12x3¼x¼	L
49	.....FCT200	2R	12–12½	7685	178	208	40000	11800	P40x8	DP40x8	Wau 6-125	6–4¾x5¼	Own UC	U 4	Op	Own	CD	R	9.3	61.8	12x3¼x¼	L
50	Ward 440TC		15	11000	240	246	44000	14000	B9.75/22	DB9.75/22	Cu. Die. HA	6–4⅞x6	BL 735	A 5	No	Tim 8DT420w	WF	R	6.42	40.4	14x3¼x¼	T
51	LaFr. 440TR		15	9350	240	246	44000	13700	B9.75/22	DB9.75/22	Wau RB	6–5x5¾	BL 735	A 5	No	Tim SDT420w	WF	R	6.42	40.4	14x3¼x¼	T
52	340TM		7½	4700	204	230	28000	9200	B8.25/20	DB8.25/20	Wau MK	6–4¼x4¾	BL 5352	U 5	No	Tim SBT251H	SF	T	Opt	Opt	12x3¼x¼	T
53	.....400T5		12	7100	203	241	40000	13000	B9.75/20	DB9.75/20	Wau 6-125	6–4⅜x5¼	BL 5352	U 5	No	Tim SWT320tw	WF	R	8.5	65.5	14x3¼x¼	T
54	Wht.630SW251	4R	5–6	(12a)	193	205	.....	10000	B8.25/20	DB8.25/20	Own 7A	6–4⅞x5¼	Own 4B	U 4	No	Tim SW251	WF	R	6.75	44.2	8¼x3⅞x⅞	C
55	...642SW320	4R	7–9	(12a)	198	210	.....	12670	B9.00/20	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	TimSW310W	WF	R	8.5	55.6	8¼x3⅞x⅞	C
56	...643SW420	4R	9–11	(12a)	198	215	.....	14400	P40x8	DP40x8	Own 5A	6–4⅝x5¾	Own 10B	U 5	No	TimSW410W	WF	R	10.2	69.1	8¼x3⅞x⅝	C

"Farming" Crops Costs

(CONTINUED FROM PAGE 23)

are mileage records of three tires: first, 28,488 miles; second, 31,257, and third, 31,797.

WE have been experimenting with retread tires. One put on in October, 1932, lasted until September, 1933, and produced 8477 miles as against 10,611 on the same tire when new—and this on a truck hard on tires. These tires new cost twice as much as retreading, thus demonstrating that the retread gave us one-fifth less mileage but at one-half the cost. Here is one put on October, 1932, which has traveled 12,204 miles and is still going strong. Incidentally, these retreads do better on the front end than on the rear.

ANOTHER thing that has saved us money is an oil reclaimer. We have not bought any new oil for many months because we find that by removing the non-lubricating foreign matter, we have restored the oil to its original value. We have also found it was bad practice to take the drainings out of a crankcase and throw it right into the reclaimer, because the foreign matter has been all stirred up. Now we let a drum of oil settle at least a week before we reclaim it.

The pump with which we draw the reclaimed oil out of the drum is set 8 inches from the bottom of the drum, so that the pump will not reach the settled heavy ends, the remaining 8 inches at the bottom is thrown away. By this method we can now use filter pads four or five times and as they cost 50 cents a piece, this is quite a saving in itself.

Our oil costs us around 7½ cents per gallon to reclaim. We also have an oil analysis made once a month which is a helpful guide.

AT the present time we are having our fleet checked by precise instruments to find out what part or parts, if any, are not functioning 100 per cent. This check consists of testing battery, cables, wiring, condenser, coil, plugs, timing and air fuel ratio. When this check is completed we will repair or replace any parts found defective. We believe the more efficient you keep your fleet, the cheaper it is to operate.

Trucks are greased monthly regardless of mileage, and the oil is also changed on a monthly basis. The savings achieved by keeping adequate records pay big dividends for the time consumed in keeping them.

A daily record is kept of the amount of oil and gas consumed by each unit and if either is high a check is made to find the cause. When we find the cause it is corrected.

WE have found that drivers are always in a hurry, that they whip their trucks around corners, and this high speed is reflected in the cost of maintenance.

We experimented with various makes of governors to find one to curb the fast driving. The drawbacks to most makes were that either a driver could tamper with it, changing the pre-determined speed by various tricks, or in a tight place where power was necessary to avoid an accident, certain types would cut off. In the make we are using at the present time, these disadvantages have been overcome. They are key-set and cheat proof.

These governors are set at 30 miles per hour, which we think is fast enough for truck operation. This means a speed of 44 feet per second, and the minimum stop you can expect to make with four

Line Number	ENGINE DETAILS: Piston Displacement	Compression Ratio	Torque lb. ft.	N.A.C.C. Rated H.P.	Max. Brake H.P. at R.P.M. Given	Valve Arrangement	Camshaft Drive	Piston Material	MAIN BEARINGS: Number and Diameter	MAIN BEARINGS: Length	Oiling System Type	Governor Make	SYST. FUEL: Carburetors Make	SYST. FUEL: Fuel Feed	ELECTRICAL: Ignition System Make	ELECTRICAL: Generator, Starter Make	Clutch Type and Make	Radiator Make	Universals Make	FRONT AXLE: Make and Model	Steering Gear Make	BRAKES: SERVICE: Make, Location Type, Operation	BRAKES: SERVICE: Lining Area	BRAKES: SERVICE: Drum Material	BRAKES: Hand Location, Type	BODY MOUNTING DATA: Cab to Rear of Frame	BODY MOUNTING DATA: Cab to Rear Axle	BODY MOUNTING DATA: Width of Frame	SPRINGS: Front	SPRINGS: Rear	SPRINGS: Auxiliary Type
1	529	4.9	350	51.3	115–2200	L	G	A	7-3	12½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	L61HV	...	G	CD	142	87¼	34	44x3	52x4	N
2	779	4.5	505	66.2	163–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	144	88	34	44x3	42x4	N
3	855	4.5	555	72.8	180–2000	L	G	A	7-3½	17½	PC	Ha	Str	M	AL	AL	P.BL	Yo	Spi	Wis	Ros	Ws6IA	...	G	CD	168	100	34	44x3	42x4	N
4	282	4.7	176	33.7	73–2700	L	G	A	7-2½	10 11/16	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 31000H	Ros	L6IHV	536	a	TX	168	102	31½	38x2¼	52x4	N
5	361	4.4	235	40.8	83–2400	L	G	A	7-2⅝	13¼	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	536	a	FD	168	102	31½	38x2½	52x4	N
6	393	4.6	260	42.1	103–2600	L	G	C	7-3	11½	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 33000H	Ros	L6IHV	654	a	FD	168	102	31½	38x2½	52x4	N
7	415	...	...	38.4	93–2000	H	G	A	7-3	11½	FP	Pe	No	B	No	LN	P.BL	Pe	Spi	Tim35120Tw	Ros	Ws6IA	781	A	FD	192	120	31½	42x3	52x4	N
8	453	4.7	300	48.6	98 2200	L	G	A	7-3	14	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
9	501	4.9	330	3.6	110–2200	L	G	A	7-3	12½	CC	Ha	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	12x3	56x4	½
10	672	...	420	57.	125–1800	H	G	C	7-3¼	13¾	FP	Cu	No	C	No	LN	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
11	468	4.4	322	43.3	125–2400	H	C	A	4-2¾	10⅜	FP	No	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
12	638	4.3	410	54.1	126–1850	L	G	C	4-3	10 1/16	CC	Bu	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
13	707	4.4	506	60.0	170–2000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
14	707	4.4	506	60.0	170– 000	H	C	A	7-3¼	11 1/16	FP	HS	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 36020N	Ros	Ws4rA	815	a	FD	192	120	33¾	42x3	56x4	½
15	263	5.4	164	31.5	70–3000	L	G	C	7-2½	10 11/16	PC	No	Str	M	DR	DR	P.BL	Ow	Spi	Tim 30000H	Ros	L6IHV	412	G	TD	168	104	34	38x2½	47x3	N
16	339	4.2	212	38.4	90–2700	H	C	C	7-2¾	13 1/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	559	G	TD	170	108	34	38x2½	56x4	N
17	427	4.2	270	45.9	113–2500	H	C	C	7-2¾	13 1/16	PC	No	Str	M	DR	DR	D.BL	Ow	Spi	Tim 33020H	Ros	L6IHV	654	G	TD	180	118	34	38x2½	56x4	N
18	754	5.1	510	76.7	240–2900	H	C	C	4-3½	10	PC	No	Zen	M	DR	DR	dp. Lo	Ow	Blo	Tim 27450tw	Ros	Ws6IA	782	Da	CD	111½	216	34	44x3	None	N
19	420	5.2	300	44.4	130–2800	L	G	C	5-2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	525	a	CD	162	108	34	39x2½	39x2½	N
20	420	5.2	300	44.4	130–2800	L	G	C	5-2¾	12¾	FP	Ha	Str	M	DR	DR	D.Fu	Ch	Spi	Tim 35000H	Ros	L6IHV	633	a	CD	162	108	34	39x2½	46x3½	N
21	462	4.5	300	45.9	98–2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	My	DR	D.Fu	Ch	Spi	Tim 35000tw	Ros	Ws6IA	711	a	CD	162	108	34	39x2½	46x3½	N
22	462	4.5	300	45.9	98–2000	L	G	A	7-3	13⅞	PC	Wa	Str	M	My	DR	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
23	549	4.5	332	48.6	100–2000	L	G	A	4-3½	11⅜	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 26045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
24	677	4.6	460	60.0	127–2000	L	G	A	4-3½	11¾	PC	Wa	Str	M	My	LN	D.BL	Ch	Spi	Tim 27045tw	Ros	Ws4IA	792	a	CD	162	108	34	48x3½	53x4	N
25	672	17.1	420	57.0	125–1800	H	G	C	7-3¼	16½	FP	Ow	No	P	No	LN	dp BL	Ch	Spi	Tim 27045tw	Ros	Ws6IA	966	a	CD	162	108	34	48x3½	53x4	N
26	468	5.2	310	13.4	117–2400	L	G	C	7-3	12 1/16	FP	Pe	Str	M	RB	NE	P.Ow	Ow	Spi	Own BX	Own	O6IA	974	a	FX	192	109	33¼	54¼x3	48x3½	N
27	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own BQ	Ros	O6IA	902	a	FX	192	111	33¼	50x3½	48x3½	N
28	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AC	Ros	O6IA	930	a	FX	180	109	37⅝	48x3½	52x4	½
29	611	5.7	398	54.2	128–2300	L	G	C	4-3½	10 1/16	FP	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	½
30	706	4.4	427	60.0	138–1900	L	G	C	4-3 1/16	11 1/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	930	a	FX	180	109	38½	48x3½	52x4	½
31	706	4.4	427	60.0	138–1900	L	G	C	4-3 1/16	11 1/16	PS	Ow	Str	M	RB	NE	P.Ow	Ow	Spi	Own AK	Ros	O6IA	1044	a	FX	180	109	38½	48x3½	52x4	½
32	529	4.9	350	51.3	114–2200	L	G	A	7-3	14	PC	Ha	Zen	M	DR	DR	D.Fu	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	FD	152	102	34	44x3	46x4	½
33	707	4.9	460	60.0	148–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	FD	174	102	34	44x3	46x4	½
34	779	4.5	508	66.2	164–2000	L	G	A	7-3½	17	PC	Ha	Zen	M	DR	DR	dp.BL	Yo	Blo	Own-Wis	Ros	Ws4/6IA	760	a	2FD	223	127	34	52x4	46x4	½
35	282	5.C	176	33.8	73–2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 30000H	Ros	L6IH	412	a	TD	168	71	34	40x2½	44x3	N
36	282	5.0	176	33.8	73–2800	L	G	C	7-2½	10 11/16	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 31000H	Ros	L6IH	570	a	TD	168	67	34	40x2½	52x4	N
37	383	4.4	262	43.3	92–2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	578	a	TD	192	101	34	40x2½	42x2½	½
38	383	4.4	262	43.3	92–2400	L	G	C	7-2⅝	13¼	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim 33020H	Ros	L6IH	661	a	TD	192	101	34	41½x2½	43½x3½	½
39	501	4.9	330	48.6	110–2200	L	G	C	7-3	12½	PC	No	Zen	M	AL	AL	P.BL	Lo	Cle	Tim26450TW	Ros	W6IA	898	a	TD	216	113	34	42x3	43½x4	½
40	611	4.5	384	54.1	127–2300	L	G	A	7-3	13 1/16	PC	No	Zen	M	AL	AL	dp.BL	Lo	Cle	Tim 27050W	Ros	W6IA	960	a	TD	Opt	Opt	38	44x3	48x3½	½
41	358	5.0	254	38.5	110–2800	F	G	A	7-2 1/16	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
42	358	5.0	254	38.5	110–2800	F	G	A	7-2 1/16	12½	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 35000N	Ros	L4IHV	596	a	CX	192	91	34	42x2½	57x4	N
43	549	4.5	330	48.6	99–2000	L	G	C	4-3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	Ws4IA	576	a	CX	Opt	88	34	48x3	58x4	N
44	677	4.4	440	60.0	125–2000	L	G	C	4-3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CX	Opt	89	34	48x3	58x4	N
45	677	4.4	440	60.0	125–2000	L	G	A	4-3½	11⅝	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	Ws4IA	792	a	CD	Opt	Opt	34	48x3	60x3½	N
46	462	5.5	324	45.9	125–2400	F	G	A	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	No	Spi	Tim 26450N	Ros	O4IA	792	a	CX	192	94	34	48x3	(10)	N
47	677	4.4	440	60.0	125–2000	L	G	A	4-3½	11¼	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 27450N	Ros	O4IA	792	a	CX	192	93	34	48x3	(10)	N
48	462	4.5	300	45.9	102–2400	L	G	C	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	S	JX	192	94	34	48x3	(10)	N
49	462	5.5	324	45.9	125–2400	F	G	A	7-3	13⅞	CC	Ha	Zen	M	DR	DR	D.Ow	Mo	Spi	Tim 26450N	Ros	O4IA	1152	S	JX	192	94	34	48x3	(10)	N
50	672	17.0	420	57.0	125–1800	H	G	C	7-3¼	16½	CC	En	No	M	CI	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
51	677	5.5	465	60.0	145–2000	L	G	C	4-3½	11¼	FP	Wa	Zen	V	DR	LN	dp.BL	Pe	Spi	Tim 27452W	Ros	Ws6IA	1012	a	TD	255	148¼	34	42x3	46x4	N
52	381	4.6	242	40.8	85–2500	L	G	C	7-2⅝	12½	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim 35000H	Ros	L61HV	651	a	TD	192	115	34	42x3	52x4	N
53	462	4.6	324	45.9	125–2600	F	G	A	7-3	13⅞	FP	Wa	Zen	M	DR	DR	P.BL	Pe	Spi	Tim26450TW	Ros	Ws6IA	902	a	TD	192	116¼	34	42x3	46x4	N
54	434	4.9	275	42.0	105–2100	H	C	S	7-2¼	13⅛	FP	Ow	Zen	M	DR	DR	P.Ow	Ow	Spi	Own 6D	Ros	L4r1HV	697	a	CI	194⅞	109⅞	34 1/16	42x3	51½x4	N
55	580	4.6	385	51.3	130–2050	H	C	S	7-3	15¼	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34 1/16	42x3	42x4	N
56	580	4.6	385	51.3	130–2050	H	C	S	7-3	15¼	FP	Ow	Zen	E	LN	LN	dp.Ow	Ow	Spi	Own 12D	Ros	Ws6IA	833	a	CI	194¾	109¾	34 1/16	42x3	42x4	N

wheel brakes is 25 feet. Increase your speed to 35 miles per hour, and the minimum stop is 42 feet while the average is 56 feet.

If you fix the throttle at 20 miles per hour and get 30 miles per gallon of gas, and then set the speed up to 30 miles per hour you only get 19.7 miles per gallon, and if you change to a speed of 40 miles per hour, you get 18.3, and at 50, your mileage has dropped to 15.9 per gallon. The operation of efficiently governed units will surely help to dry up the red ink well. Governors not only keep drivers from speeding, but also effect dollar and cent savings on gasoline and oil consumption, tire mileage, brake linings, engine wear, and the very important item of accident avoidance.

WE are members of the Baltimore Safety Council who awards prizes semi-annually to the fleet who operates the greatest number of miles per accident. In the last six months we operated 140,570 miles per accident. We only had one accident in the six months, and that was on the last day of the contest. We have been the winner twice in the past two years.

We keep a record of each driver's performance for the year under the heading of responsible and non-responsible accidents. In the event of a driver operating his vehicle 12 months without a responsible accident, he is given a safe driver's certificate by the Safety Council, and the men value these certificates highly.

Closer supervision, driver education, and watching the man behind the wheel are big factors in holding down mileage costs. We find conference methods helpful in which the men will ask questions and the answers are given by fellow drivers which will sink in better than if you tried to get results by simply issuing orders.

Handy Filters Require No Replacements

A NEW line of automatic or semi-automatic oil filters with a new metallic element requiring no replacement is announced by the Handy Governor Corp.

The filter element is a cage with a number of openings. The outside of this cage is threaded and in the threads is laid a continuous tinned steel wire, wound around the cage. The thickness of the wire determines the degree of filtering fineness required by various installations. Spacings of openings range from .0004 in. to .0044 in.

The cleaning method is on the backwash principle. On the inside of the filter element is a shoe which can be rotated so as to register successively with each of the apertures in the filter cage. When so registering, the pressure in the filter produces a reverse flow of oil through the screen, the oil and entrapped dirt passing out of the filter through an orifice in the shoe and drilled leads in the shoe-operating crank.

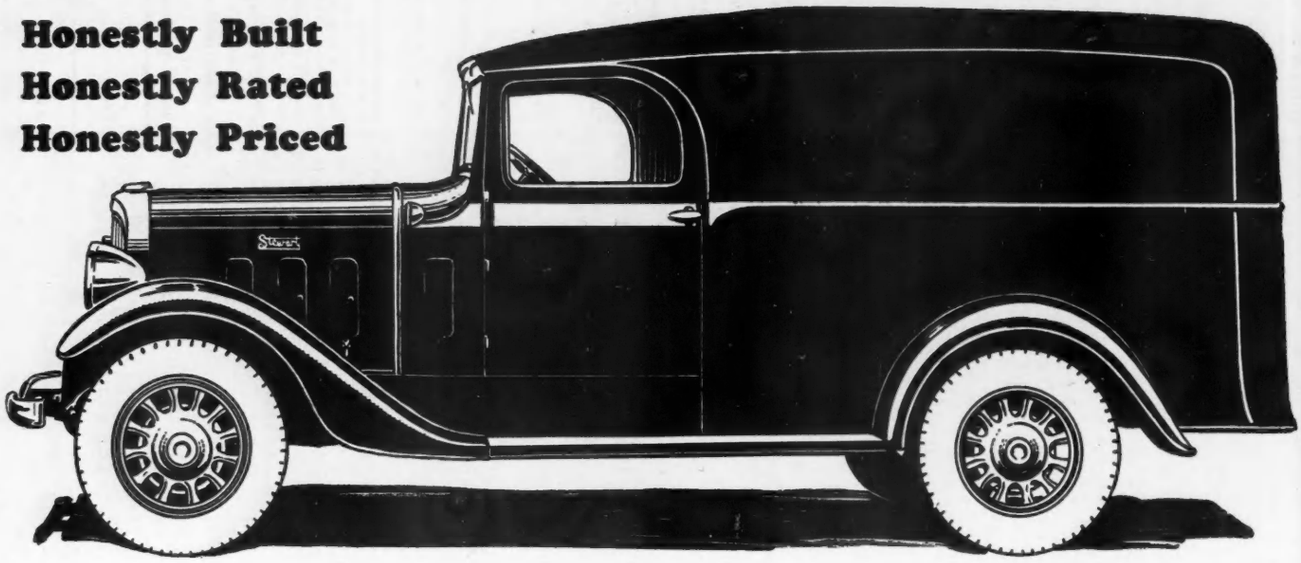
For replacement installations and also for factory equipment this filter is available in either manual or intermittent cleaning type. The intermittent type is externally installed with a ratchet arrangement provision for the crank turning the shoe in the filter. This can be hooked up to clutch or brake pedal, and the backwashed oil and dirt returned to the crankcase.

The filter must, of course, be installed on the pressure side of the pump.

The manual control type is provided with a drain plug for cleaning.

STEWARTS...

Honestly Built
Honestly Rated
Honestly Priced



1 Ton
De Luxe Panel

Stewart owners do not figure depreciation on a one or two year basis; they know by experience that a Stewart will last for many years.

Ability to stay on the road and out of the repair shop has earned the world-wide reputation — "Stewart Trucks have won—By costing less to run."

Before you buy any truck, see the Stewarts. Check them point for point with other makes. Try a road test. Get behind the wheel and you'll get the true picture of what modern truck performance should be. Stewarts are built by an exclusive truck maker. They're honestly rated, honestly priced, designed in a wide range of models and wheelbases to meet every trucking need.

MODELS

Bevel Axle

¾	Ton	6 Cyl.
1	Ton	6 Cyl.
1½	Ton	6 Cyl.
2	Ton	6 Cyl.
2½	Ton	6 Cyl.
3	Ton	6 Cyl.
3	Ton	8 Cyl.
3½	Ton	8 Cyl.

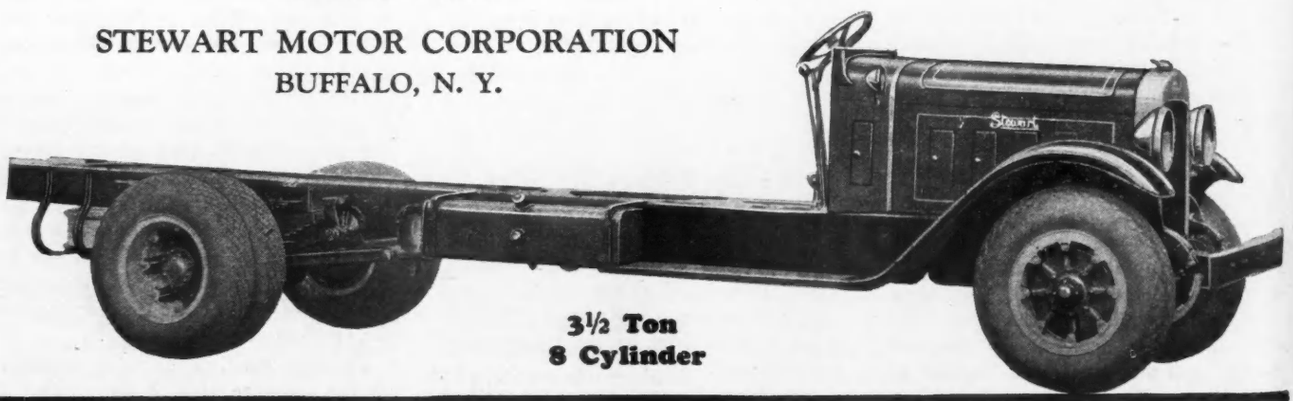
Worm or Double Gear Reduction

3½	Ton	6 Cyl.
3½-5	Ton	6 Cyl.
3½-5	Ton	8 Cyl.
5-6	Ton	6 Cyl.
7-8	Ton	6 Cyl.

Bodies for Every Business

Stewart
MOTOR TRUCKS

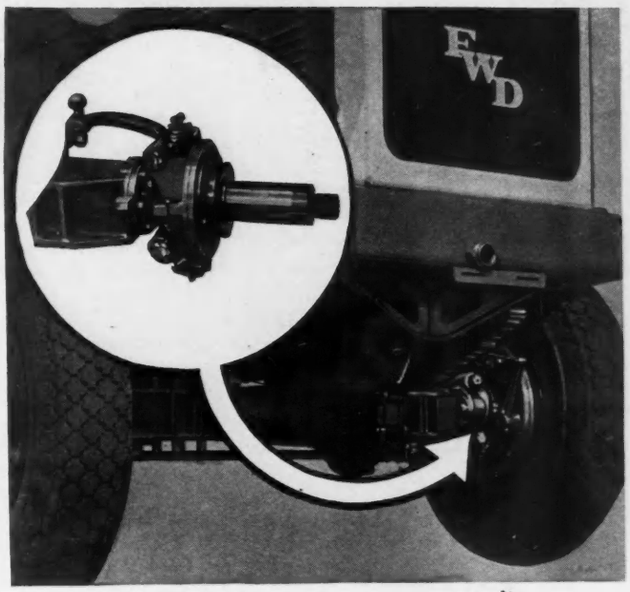
STEWART MOTOR CORPORATION
BUFFALO, N. Y.



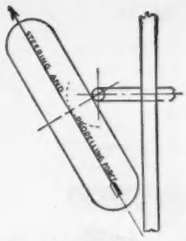
3½ Ton
8 Cylinder

Stewart Trucks have won—By costing less to run

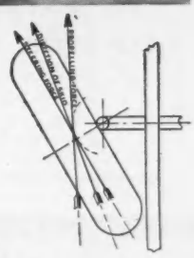
Controlled Power . .



The FWD front axle permits easy steering while power is applied to the front wheels. It is exactly like a rear axle except at the steering ends. The drive to the wheels is effected through single universal joint at the outer ends of the axle shafts, which freely transmits the power to the wheels in any steering position. The axle universal joint is entirely enclosed in a ball and socket joint (shown in inset), which carries the front axle load and permits easy steering. The simplicity and efficiency of the FWD front axle steering and driving ends accounts for its perfect operation. Twenty-three years of engineering refinement gained through the successful operation of more than 30,000 trucks has made this steering knuckle the most trouble-free unit. It actually requires less attention than the steering ends of a non-driving front axle.



The propelling force to the front axle of the FWD truck is always in the same direction in which the truck is steered, regardless of whether it is straight ahead or not. The tendency to skid has been greatly reduced.



The propelling force (push) to the front axle of a rear drive truck is always straight ahead. This force works against the steering force when the wheels are cramped, which has a tendency to make the truck skid.

Capacity of Tank 2500 Gallons

FWD TRUCKS

THE FOUR WHEEL DRIVE AUTO COMPANY, Clintonville, Wisconsin
Canadian Factory: Kitchener, Ontario

☐ The Snow Removal Problem ☐ Use of Extreme Pressure Lubricants ☐ 1934 Size and Weight Restrictions for Every State in U. S. ☐ Effects of Front Wheel Stability on Public Safety ☐ Report by Purdue University Regarding Efficiency Test ☐ Cutting Costs with the FWD Road Maintainer.

Mr._____ Title_____

Address _____

City_____ State_____

BACKED BY NATION-WIDE SERVICE

News

(CONTINUED FROM PAGE 35)

Fulton and Brink

Dodge Brothers Corp. has appointed V. M. Fulton South Detroit district representative succeeding A. C. Graham, who has been transferred to the company's home office. H. L. Brink succeeds F. R. French as the North Detroit district representative.

Winchester Gets Zone Post

Frank Winchester, who was with Motor Wheel for 10 years as sales engineer in the truck wheel division and for the past year with General Motors Truck as sales engineer at the factory, is now with the General Motors Truck Branch in Detroit as zone transportation engineer.

Cook Named by Cosart

Lee Cosart, manager of the Chicago region of the Dodge sales organization, announces the appointment of J. A. Cook, as truck representative in the Chicago city district of the Chicago region.

Chevrolet Service Changes

Expansion of the Chevrolet parts and service division at the factory is indicated with the appointment of two new assistants to M. D. Douglas, general parts and service manager. The assistants are I. W. Thompson and C. W. Wood, formerly regional parts and service managers at Buffalo and St. Louis respectively. They are succeeded by P. Eliason and R. P. Bruner.

Woolsey Represents Stewart

The Stewart Motor Corp. announces that W. S. Woolsey will represent Stewart trucks in Eastern New York State, as well as the State of Connecticut and Northern New Jersey. Mr. Woolsey will make his Eastern headquarters at the Hotel Douglas, Newark, N. J.

Perkins Joins White

Dow W. Perkins, formerly with the Mack company and S. P. A. Truck Corp., has joined the Coach Division of The White Co.

GM San Diego Branch

Fair's Truck & Car Service in San Diego, Cal., has become General Motor Truck Co. San Diego Factory Branch. Rudy Toussaint has been appointed zone manager. Rene Fair is service manager. Quarters are at 832 K Street.

Rose With American Cable

American Cable Co. appointed Joseph H. Rose, formerly with Owen-Dyneto Co. to assist in the sale of automotive products manufactured by the American Cable Co., namely, Tru-Stop brakes, etc. He will work out of the Detroit office.